

Hutt Road Cycle path – Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michelle Rush	Ngaio	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Please also explore re-siting the entrance to Spotlight to make it directly opposite Ngaio Gorge Road and controlled as part of the traffic lights. I have been hit by a car and many near-misses at this entrance particularly when riding my bike outside of peak times (when cars probably aren't expecting them) - you have an opportunity to sort this now for everyone as part of this work so please do it (even though I know fiddling with traffic light systems is expensive)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

To help you could change footpath texture or colour and / or consider painting to help make this very clear

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

As above. Consider changes in texture / colour on the surface to make it very clear for both walkers and cyclists

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

As I said above, changing the entrance to Spotlight so that it is directly opposite Ngaio Gorge Road and operated on a traffic light system (as part of the traffic lights already controlling this intersection) - and also lights associated with this on the bike path to make it extra safe.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Take steps to: a) encourage carpooling to make the most of this new system (and carpooling with three or more people) as part of this: could public agencies, e.g. the hospital, universities, provide free or reduced cost staff parking to those who fill their car up for instance?b) Use congestion charges to subsidise public transport, e.g. in some world cities there is a low uniform charge for public transport which means you would pay the same to come from Raumati as to come from Crofton Downs on the train - this does two things: reduces inequality (poor people tend to live further out) and provides a massive incentive to use

public transport. Which is what Wellington with its tight geography desperately needs.

DO YOU HAVE ANY GENERAL COMMENTS?

a) Do your community engagement PROPERLY this time! Island Bay was a completely unnecessary mess. This survey is a start. I want to hear exactly what people have said; how you are responding; what the next steps are; and how people will continue to be involved, and who and how the final decisions will be made.

b) Be prepared to spend money or look at creative ways to help the businesses along the route re-adjust, e.g. ways they can get parking OFF the road on their properties (reduce or waive consent charges? Allow them gravel, not paved r.o.w?) Be prepared to think creatively in an 'all of council way' on this with them. And b.t.w. I'm sure Spotlight would love a proper traffic light system outside their business: it is a no-brainer for safety of their customers as well as cyclists and walkers and other traffic.

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chris Gollins	Other	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I've cycled in Wellington (road bike) for 48 years. I've raced and ridden in numerous countries. Wellington's roads are more dangerous for road cyclists now than ever before. Cycling is NOT 'one size fits all'. If road cyclists are to use bike paths it's absolutely crucial that they are swept (thoroughly) at least weekly and are free of obstacles. Road (racing) cycle tyres will puncture on material barely visible to the eye. On the road the tyres of cars and other vehicles perform this sweeping action constantly, flicking debris to the left, often onto what is called the 'cycle lane'. This is why 'road cyclists' frequently ride in the (swept) traffic lane rather than the 'bike lane', further aggravating motorists, but avoiding punctures. Remember too that road cyclists more often than not regularly on a ride of 100kms+ at an average of say 30kph. They get tired. Traffic calming measures, kerbs, speed bumps etc are sources of frustration and danger to be avoided.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

You MUST use painted lanes very similar to Brisbane. Frequently the cyclists are cruising at 30kph+. It's crucial that pedestrians have a constant, not occasional, reminder not to stray even momentarily into the cycle lane without looking carefully.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sridhar Ekambaram	Karori	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Adding signage to clarify where cyclists are restricted to. Maybe green paint

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

The problem area is still with cyclists coming down Ngauranga gorge. This design seems to be on the assumption that cyclists will be coming down the footpath on the side along with moving cars. This foot path is very narrow and has lots of hazards namely blind spots due to rock faces. A better option would be to convert foot path on the other side (which is already shared footpath coming up the gorge) into contra flow cycle lane. In most places, it is wide enough. The only pinch points are between Tyers road and NIMT bridge which could be fixed as well.

Please consider this option as well in designing the Ngauranga Gorge junction. right now, your proposal is to replace the existing cycle lane between Hutt Road exit and Ngauranga signal with Bus lane and putting a new cycle lane on the traffic island. while this is a good idea, it commits cyclist to come down the gorge on

the more dangerous narrow footpath for ever. A similar provision on the other side with contra flow options will also future proof requirements.

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alastair Smith	Aro Valley	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

It's great that a 3m cyclepath plus a 2m walking path is being proposed. The concept design by Opus shows that this is possible, but it's important that the 3+2 vision isn't compromised. Experience in other locations (e.g. Beach Road in Auckland - where pedestrians stray into the cycle only path except where it is physically separate) indicates a physical divider will be needed, adding 0.5m, and where there are parked cars, a 1m buffer zone will be required. So in practice up to 6.5m will be required. Additionally, the cycleway should look different from the walkway (e.g. green colouring lane markings) to reduce the risk of pedestrians intruding into the cycleway. Where the existing footpath does not provide sufficient width, space should be purchased from landowners, or the kerb should be moved, narrowing lane widths if necessary. There may be advantages in placing the walking path next to the road, rather than the proposed design where the cyclepath is next to the road. Cars exiting and entering businesses could do so in two stages, first crossing the cycleway, then staying in a buffer zone while waiting for the road to be clear. The walking path would be a better buffer zone than the cycleway. Pedestrians are less at risk than cyclists when passenger side doors of parked cars are opened. The cycle/walk way should have right of way at all intersections including Westminster St.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

See previous comments. Also, the proposed design for biking from Ngauranga Gorge onto the Hutt Road raises questions. There will need to be an approach lane so that bikes don't have to veer across the Petone-bound lane. The design appears to assume cyclists will stop and use pedestrian lights. It would be better to have a straight through bike lane, with a phase that gives cyclists a head start over general traffic, and then a slip lane allowing bikes to join the cycleway south of the intersection.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

It's good to see the project following the principle stated in the Cycling Framework (p.13) that "the

movement of traffic will take priority over on-street parking." However this is already being compromised in the concept design by providing "show room parking" for the car dealership at 138 Hutt Rd, narrowing the cycle path to 5m. I'm not aware of any other car dealership that is allowed to use public footpath as display area. Although on footpath parking is being removed for the project, large amounts of off street parking are available in the yards of various businesses along the route.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

T2 will encourage ride sharing, reducing total volume of cars; and make public transport more efficient. The aim of the project should be to make PT, cycling and walking more attractive, rather than prioritising car transport and parking.

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Peter Ramsbottom	Kaiwharawhara	E. N. Ramsbottom Ltd	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

As a property owner of 144 Hutt Road we are concerned that proposed changes will adversely effect safe & easy access to our property.

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Peter Ramsbottom	Kaiwharawhara	Ramsbottom Properties Ltd	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

As a tenant of 144 Hutt Road we have concerns in regard vehicles entering and exiting safely from our premises. We also concerned at loss of parking for employees.

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Peter Barlow	Karori	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

The pathway/ cycle lane should be between the sea and the railway line / motorway for the full length also covering the Petone to Ngauranga section. Could be a major tourist attraction and serve the purpose of protecting the railway line from storms etc as a buffer and eliminate the trains stopping for number of days each winter. This will need a sea wall built. The cost is minor compared with the cost benefits.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nick	Crofton Downs	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

This is a commuter route, cyclist have to ride through the city. We should be on the road. If it was a place to take kids for a nice little ride, good idea, but it's not and it's not going to be
DO NOT REMOVE the car parks!!!!!!
you will push them into the local suburbs.
you will stop those who want to walk or run in or like me in bad weather days cut my ride short and park there.
Not many people will walk more than 4k to work.
Bikes should be on the roads and no where near walkers.
I ride at 30k, E Bikes past me at pace, just widen the road. Cut pavement to power poles or lamps, flatten

road. in the process saving Millions, making it safer for bikes, leaving a place to park cars making Wellington accessible for walkers and runners

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
John lucinsky	Tawa	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Your new plan is just new paint for what is basically there already. YOU DO NOT ADRESS THE PROBLEM OF TRAFFIC LEAVING OR ENTERING BUSINESSES ALONG ITS PATH.This is a dangerous interaction which you have in any way fixed or made better.....the only solution to a SAFE cycleway is to carry on alongside the rail tracks from the Caltex self serve to the aotea overbridge thereby removing all altercations with traffic crossing the cycleway

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michael Ellis	Other	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
The effect on workers by removing all parking

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)
That there are some places where parking can be retained.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I am very supportive of the planned upgrade as a regular user of that route. I cycle to work most days and the current condition of the path is substandard. Removing the light poles and other obstacles will make the greatest difference. I am concerned about the people who currently use the parking areas losing their parking. There are some places where this can be retained without effecting the quality of the proposed path greatly, although I accept that a number of parks need to go to allow a proper path to be provided.

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Don	Khandallah	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Onslow Road and Ngaio Gorge are currently very congested in peak periods. The T2 proposal will likely make this substantially worse - for both cars and busses. Has this been considered? Public transport between Khandallah and Hutt is non existent, many cars travel to the Hutt not just to the City.

Hutt Road Cycle path – Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jenny van der Merwe	Horokiwi	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

It would be better to have a cycleway all the way along the waterfront to Petone

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

There need to be enough space, a line on its own is meaningless

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

It would be better to have a cycleway all the way along the waterfront to Petone. Move cycling away from the busy road, and do it all along the waterfront

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jeff Owens	Khandallah	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Cycles travel much faster than pedestrians and are much safer next to motor traffic

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

need to allow cyclists to use this lane

DO YOU HAVE ANY GENERAL COMMENTS?

Council have only provided one option - two way cycle path and pedestrians on the left, then parked cars, then roadway. As a motorist cyclist and pedestrian I consider this to decrease not increase safety of all user groups. A safety audit on the Island Bay cycle lane is not yet available; this is a much more major proposal and needs proper consideration. The survey form allows comments on each point only if the submitter says they agree with the proposal, but blocks the ability to make individual comments where we don't support the proposal. This is skewed in favour of only allowing comments for those that agree. Council needs to provide for alternative proposals and to allow proper debate. This is not consultation it is ramming through a pre determined decision. I URGE the council to put this proposal on hold pending proper informed debate

Ngauranga to Thorndon cycle path

Comments by Jeff Owens 8 April 2016

I live in Khandallah, I own and use a mountain bike, a road bike and a motor vehicle.

On 16 March 2016 the Wellington City Council published a proposal in respect of the above route.

<http://cycleways.wellington.govt.nz/where/northern/project-1-ngauranga-to-aotea/>

In WCC words:

"We want to turn the existing shared path on the eastern side of Hutt Road into a two-way cycle path. There'll be a separate pedestrian path beside the cycle path, with a white line between them."

Submissions are due by Wednesday 13 April, but all the Council material indicates their decision is pretty much a forgone conclusion.

My personal view is that the proposal will make conditions MORE dangerous for cyclists, not less, the key issue being motorists having to cross the path of cyclists

That is only my view and no doubt others may hold different views.

My concern is that Council should allow proper informed discussion of other alternatives before fixing on this one.

My key observations:

1. Council formally announced its proposal on 16 March, with submissions due by 13 April.
2. Council has released a large number of other documents, many of which were published during 2015. It is not clear whether these were available or promoted to the public upon release or only recently. Significant time and effort will be required to get to grips with the information contained – certainly more than the 4-week submission period
3. Council have only provided one option – a two-way cycle lane on the far left (when travelling south towards Wellington), with parked vehicles to the right of that between the cycle path and the road. Another rejected option was in the council's words almost identical,
4. Council indicates that this is because some people have a perception that cyclists are safer when removed from motor traffic, but little indication that such perception is actually reflected in reality
5. In particular Council has not indicated any analysis of an alternative, being to have bicycles immediately to the left of the traffic, i.e. in the normal travelling position for other vehicles, along with fixing spot issues like road surface, lighting, posts, signage, speed limits, driver education etc.
6. I expect it is generally agreed that the safest option for cycles would be to have a completely separate network of well-maintained wide cycle paths away from pedestrian and motor traffic. However, this is generally not feasible given geography and economic constraints
7. In this writer's view the next safest is to have cycles operate in the same position as other vehicles, and that having the cycle lane as currently proposed is the least safe option. Motorists turning into driveways and intersections will be forced to cross the paths of cycles travelling from both north and south. Motorists exiting intersections and driveways have to cross the same plus merge or cross traffic on the road, with two separate collision points (parked cars being in between)
8. I do not wish to get involved in the debate about Island Bay cycle lane but I do note that remains contentious with a planned safety audit not yet completed.
9. I recognise that this perception is far from universally shared, but in my view does warrant proper debate.
10. Even if the Island Bay arrangement were to be found appropriate I note that traffic speed and volume is higher on the Hutt Road which is a commuter route for both motor vehicles and bicycles, and thus carrying a higher risk of injury or death resulting from collisions
11. I am very concerned that council has provided such a short window for public comment on what appears to be a largely pre-determined conclusion. Regrettably this is very similar to the greatly criticised process over medium density housing, and (some years ago) installation of Adshel advertising hoardings marketed as bus shelters albeit largely not fit for purpose.
12. In conclusion I URGE council to put the Hutt road proposals on hold and allow an informed debate for those principally affected, being the cycle community

Refer to numerous documents on Council website, url below

<http://cycleways.wellington.govt.nz/documents/>

Some reports are in renderable text which prevents copying and pasting

To turn into text, open the pdf, save as image files (tiff), and recombine into pdf

I have set out below some extracts along with brief comments.

Executive summary

The Recommendation

The solution (Option B) which best meets the objectives of the project is described below with an expected cost of \$5.6M and result in a shortfall of around 50 car parks along the corridor (including 100m along side streets), the majority of which are currently used by long stay j commuter parkers. Other major improvements include:

- Intersection improvements at Jarden Mile to reduce bus and vehicle delays and provide safe crossing opportunities for pedestrians and cyclists; and
- Peak hour directional T2 lanes on Hutt Road with clearway parking in the southbound kerbside lane and a 5-6m wide two-way segregated path to provide priority for sustainable modes and multiple occupant vehicles.

Work Undertaken

In arriving at the solution described above, a comprehensive review of the existing and future safety and performance was undertaken for all modes. This included:

- Crash History;
- Parking;
- Pedestrians;
- Cyclists;
- Buses; and
- General Vehicles

Alternatives Considered

The other option (A) considered in detail was almost identical to the proposed solution with a significant reduction in parking provision (above and beyond that realised within the preferred option) along the entire corridor in order to eliminate the visibility concerns with vehicles entering and existing accesses.

Owens comment: There is an obvious third option C: Leave parking where it is and designate usage as follows: Parking, pedestrian, cycle/shred left hand lane, right hand lane. In my view this is by far safer than the existing layout and the proposed layout

To review:

- Cycle Feasibility Study (Opus, 2013); and
- Wellington to Hutt Valley Cycle Route (AECOM, 2014).

1.2 Project Purpose

2

The purpose of the project is to provide a multi-modal solution (with a focus on sustainable modes) for the corridor, building on the previous work undertaken.

The objectives of the project (as defined in the RFT are):

- Maintain or improve the level of service and safety of pedestrians;
- Improve the level of service and safety for people on bikes along identified study area;
- Improve the level of service for people using buses along identified routes;
- Maintain an acceptable level of service for general traffic movements;
- Minimise impacts on parking and increase parking supply if feasible; and
- Ensure implementation costs represent good value for money.

Owens proposal is that Option C would improve safety for all users, plus cost a great deal less

2.2 Implications for Options

The following implications exist for the options being considered.

2.2.1 Shared Path on Hutt Road

- Visibility to cyclists in both directions on the shared path from vehicles leaving properties and turning left or right onto Hutt Road is important as this is the cause of 67% of cyclist crashes on the shared path.
- Visibility to cyclists in both directions on the shared path from vehicles entering the premises from Hutt Road will become more important if kerbside parking is provided (vehicles turning in make up 20% of the crashes on the shared path).
- The intersection improvements at the Jarden Mile intersection may provide an opportunity to address the crash risk for all users at the intersection.

Owens proposal is that Options A and B will not solve the cause of crashes (majority of crashes caused by turning motor vehicles) whereas my option C would improve that issue

Appendix I

Hutt Road Sustainable Transport Study

Preliminary Safety Review

Extracts and comment

The road safety audit was carried out in accordance with the "NZTA Road Safety Audit Procedures for Projects Guideline", (Interim Release May 2013) and also reference made to its earlier document (dated 2004).

The assessment team was as follows:

- Curtis Lee, GHD Limited, Wellington.
- Simon Prosee, GHD Limited, Wellington.
- Laura Skilton, GHD Limited, Wellington

A site inspection was undertaken on 10 July 2015 where the weather was overcast. A night time audit was not undertaken.

1.9 Design Issues

While many of the safety concerns raised in this report are only minor or comments due to the un-likelihood of a death or serious injury crash, many of the issues raised will significantly lower the level of service for cyclists and occur frequently.

It is considered that many of these issues are design issues and should be addressed prior to final preliminary designs.

A full safety audit should then be repeated after completion of the design, in particular on drawings that include the items that have been omitted from the plans, as discussed in Section 1.8.

Furthermore it is considered that some of the facilities are not practical for cyclists and are unlikely to be used by higher confidence cyclists, in particular the facilities at the various traffic signals. These have been discussed in more detail in the relevant sections of this report.

Owens comment: Traffic signal areas identified as not improving conditions for competent cyclists. Many proposals allow for a response by a safety engineer, but such responses are absent

2.3 Westminster Street Intersection

...

The right turn bay turning into Westminster Street has been narrowed and tapers on the approach to Westminster Street down to what appears to be 2.2m width. This may cause turning vehicles to overhang into adjacent traffic lanes. The green surfacing across Westminster Street encourages cyclist priority through the intersection. It is not clear from the design whether cyclists are intended to have priority at this location.

Recommendation

Check swept paths for turning vehicles.

Consider providing a consistent and sufficient width of right turn bay in the vicinity of the intersection.

Ensure that priority is clearly defined and safely accommodated for drivers and path users at the intersection.

Designer Response

Propose minor adjustments to kerb lines and markings to address tracking I width concerns.

Safety Engineer

N/A

Client Decision

Provide at least 2.5m for marked turn bay. Remove proposed green surface markings across roadway. Adjust kerb lines as necessary for vehicle tracking.

Owens comment: Green surface appears to be intended to give cyclists a false impression of safety, and designer response is not to actually provide safety but rather to remove that impression. This is a damning indictment on the proposal to have a cycle lane on the far left of the roadway

4.4 Driveways adjacent to Cycle Path –Moderate

Frequency Rating Occasional Severity Rating Likely

It has been observed that drivers on the Hutt Road pulling out of a driveway tend to look right for approaching vehicles and do not look left towards Wellington, where the cyclists are

predominantly coming from during the evening peak, when the driveway movements are heaviest. The crash history summary report noted that on Hutt Road, 73% of cyclist crashes involved a northbound cyclist. The proposed design does not eliminate this problem. At several locations, issues related to sight distance obstruction from parked vehicles, or a lack of green surfacing across the driveway are being addressed by the design.

For example, an activated sign has been placed within the spotlight carpark, the sign is high (above the drivers view shaft for within a carpark) and is on the left, while drivers are looking right. Drivers pulling out of the driveway are likely to wait on the cycle path for a gap in oncoming traffic, and will not see a sign in the property.

Recommendation

Consider improvements at each vehicle crossing on a case by case basis. Ensure warning signage is within driver field of vision. Consider raised profile treatments and reduced angle entries to lower turning vehicle speeds. Consider signage on driveways to supplement proposed green surfacing treatment for increasing driver awareness of the cycle path.

Designer Response

Has been considered as part of design process. No change proposed.

Safety Engineer

N/A

Client Decision

A trial is to take place to determine suitability of using ITS for mitigation. This will feed into the final detailed design for warning signs and ITS used for the project if required. No changes are required until this determination is made.

Action Taken

No change to design.

Owens comment: This is a major issue intrinsic to a lane pushed to left hand side of roadway, and the design team are not changing design (probably because it is an issue that is very difficult to mitigate)

Hutt Road Cycle path – Submission

14

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tom Bennion	Other	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Get as much parking as possible on the western / road side of the cycle path. Cars maneuvering to park are most danger to cyclists.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I commute by bike daily on this route. It is unsafe. Changes are urgently needed. These are significant and helpful proposals.

Thomas H Bennion
41 William Street
Petone

10 April 2016

Hutt Road Cycleway

Who I am

1. I am a married father of three young children and a lawyer. I commute from Petone to Upper Cuba Street, along this route, most week days of the year, in all weathers, and in the past 3 years on a cargo bike with electric assist. Mine is the blue bike on the left in this photo.



Current situation

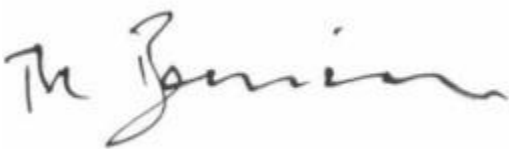
2. I encounter dozens of cyclists on the route every day that I use it. About 60%-70% are riding thin tyred racing bikes, about 30-38% are mountain bikes, with 2% electric. When I started e biking about 3 years ago I might see another e bike once a month, now I see several every day.
3. The route is currently extremely hazardous for 2km of the southern section from the Caltex depot moving south through to the motorway overbridge. This section cannot really be called a cycle path due to:
 - a. Numerous power poles in the middle of the cycle path.
 - b. Cars randomly parked along the sides of the path and with limited maneuvering space.
 - c. Numerous vehicle driveways across the path.
 - d. A number of kerbs and highly variable width and quality of the surface of the path.
4. These obstacles make riding this section so dangerous and difficult that if I am commuting after 9am I often avoid the path and keep to the road. This gives me room to see traffic exiting premises which is crossing the path and responding to it.
5. I have found that currently, entering and existing drivers are (rightly in my view) confused about who has right of way on the cycle path. On the road the situation is much clearer and drivers are more likely to hang back to see what a cyclist's intentions are.
6. I also often avoid the southern section of the cycle path on my commute home to Petone. This is even during rush hour. The cycle path is difficult and dangerous at those time, as well as being slow, and I balance that against the risks of being in rush hour traffic. On very windy or wet days I would use the cycle path both ways, but slowly.
7. The northern section has some minor obstacles but is a wide separated path and easy to use.
8. The only issue with the section is the intersection at Ngauranga Gorge for cyclists heading north. The footpath narrows and is cluttered within about 50 metres of the intersection and when existing the footpath to get to the central median with the traffic lights, it is very hard to see traffic coming through the underpass intending to head up the Ngauranga Gorge.

The proposal

9. The proposal will significantly improve the situation from a safety and speed point of view. Removing the power poles is essential.
10. The improvements with the current situation at Kaiwharawhara Gorge and outside Spotlight are welcomed. This is a particularly difficult area to navigate for cars entering and leaving Spotlight and

pedestrians and riders negotiations the narrow and uneven surface around the lights at the Kaiwhara / Hutt Road intersection.

11. A smooth surface is essential but also smooth ramps. Particularly at Westminster Street. Small abrupt kerbs are a huge safety issue.
12. Careful attention should be paid to ensure that there are no right angle concrete kerbs that are not ramped.
13. Attention should also be paid to providing proper finishes or ramps over or around water and other infrastructure connections set into the pavement. Small bumps are large safety issues to cyclists.
14. In terms of the smoother surface, attention should be paid to ensuring the surface drains off properly in all weathers, and there is no potential for even small scale ponding.
15. Paints and finished surfaces must have an appropriate level of grip for thin bike tyres.
16. In terms of customer parking, the ideal situation with parking is all parking being behind a fence associated with the site with 1 common point of entry and exit. The current set up at Placemakers Kaiwharawhara is an example.
17. Currently, most off-road parking that is along the pavement appears to be employee parking and not customer parking.
18. The proposal should consider option of landscaping along the route, such as small planters and perhaps an area that a coffee cart to operate from. My view is that the daily commute should not be an entirely black and grey asphalt experience but if possible contain some visual interest.
19. Indeed, the proposal should be thought of as a method for enhancing access and bringing new non-driving customers to businesses along the route - rather than a crude 'trade-off' between better facilities for cyclists and parking spaces.
20. Aside from these safety issues, improvements in cycling infrastructure have become urgent in order to radically and rapidly reduce CO2 emissions or avoid dangerous climate change.
21. Improvements will also have economic benefits. They should be designed as an integral part of the transport strategy with an aim of reducing car use and associated congestion by no less than an announced percentage within a limited timeframe and, once built, progress towards that goal should be regularly measured and modifications undertaken as required to meet it.



Hutt Road Cycle path – Submission

15

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Keith Morris	Other	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

There is a significant removal of all day parking on the Hutt Road. This will put lots of pressure on surrounding streets.
It is clear the the WCC has a policy preference for not providing free all day parking for those who work in the CBD.
However the Regional Council is in the business of providing free all day parking. The WCC should call (publicly & privately) for GW to provide Park & Ride parking at Ngauranga Station. There is a very large amount of land that is unused or used for temporary storage of piles of dirt & stones. While this would be an increased distance for walking or riding, it seems a reasonable compromise. The station, which is poorly used, would also get increased use.
The surrounding streets that will face increased parking pressure will be: School Rd, Kaiwharawhara Rd, Cameron Street, Rangiora Ave and Jarden Mile.
To be fair to the visitors of those businesses and houses, parking on those streets should be restricted to a 6 hour maximum. This will clearly communicate that parking for CBD workers is prohibited but allows those who work nearby to change parking spots during the day.
Northbound (travelling uphill) on Kaiwharawhara Rd, after 750m from the intersection with Hutt Rd, the shoulder is not wide enough for safe parking. From the 750m mark to the intersection with Trelissick Cres should be painted with yellow no parking marking.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

The north bound T2 lane (4pm to 6pm) on the Hutt Road is proposed to start only 41 metres before the intersection with Kaiwharawhara Road. However that intersection is the major bottle neck & traffic slowing point.

To be effective for improving the bus travel time in the evenings the T2 needs to start 1090 metres south of the intersection with Kaiwharawhara Road (that is at the intersection with Tinakori Road). There should be a giveaway where traffic from Aotea Quay crosses the new T2.

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

16

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Brent Slater	Kaiwharawhara	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The objective of providing an improved cycling and pedestrian facility in the Hutt Road is a positive initiative but one that must not be at any cost.

The Hutt Road is a significant part of the local, regional and national transport infrastructure and it is clear that many of the adverse impacts of the proposal to users of this corridor have been inadequately evaluated and remain unmitigated.

In particular the loss of parking and its impact on adjacent businesses and residents has not been addressed in a satisfactory manner. Similarly the design, management and operation of the proposed T2 lanes and clearway fails to convince that it has been developed from a multi-modal transport perspective and is therefore likely to be highly disruptive to many users of this corridor.

The Proposed T2 lane is designed to force vehicles into the outside lane meaning that Onslow Road downhill traffic will not be able to merge into the outside lane southwards. Khandallah motorists are likely to be backed half way up Onslow Road at peak am times. The only solution to this problem suggested by the Council officer questioned on this issue was for Khandallah motorists to “help save the planet” by catching the bus, working from home, car pooling, or cycling to work!

Nevertheless the removal of poles and other infrastructure cluttering the existing shared path is to be commended.

Cycleway Concept “ General Comments

The aim of providing improved cycle facilities for commuter cyclists and new, but inexperienced cyclists is admirable particularly if and when this is connected to both Lower Hutt (via the Petone Ngauranga cycleway) and from Aotea to the Central Business District. The ideal solution would be a new cycle way on land beside the rail track to join the proposed Petone to Ngauranga cycle track. It is understood that various parties are exploring this possibility with Kiwi Rail and when you consider the effects of the huge increase in the number of cyclists buying “E Bikes” and their increased potential for speed and more serious accidents “ a long term solution segregating cyclists from both pedestrians and vehicles makes for common sense planning.

However the current proposal is not underpinned by any detail related to:

1. When the Aotea to CBD connection will be completed and what route it will follow;
2. When the Petone to Ngauranga cycleway will be completed;
3. How the proposed cycleway will be operated to safely meet the different needs of pedestrians, new cyclists and commuter cyclists; (bear in mind the expected significant increase in the number and speed of “E bikes”).
4. How the needs of cyclists can be met in a way that supports multi-modal needs of all users of the Hutt Road transport corridor.

In relation to points 1 & 2 the Hutt Road cycleway runs the risk of being a disjointed and disruptive intervention rather than a key part of an integrated cycle network.

Page 2

Point 3 raises the concern that the corridor will in effect be a shared path. Given that the current shared path arrangement is suboptimal, it isn’t clear how the space between cyclists and pedestrians will be any better managed under the new proposals. Is a “white line” adequate??? As mentioned above, “E bikes are going to be faster but with no improved braking power making accidents more likely and more serious. Also between Rangiora Avenue and Aotea there are a significant number of business driveways which for faster travelling experienced cyclists introduces significant side friction and as a result may be neither as quick nor as safe as travelling on the road. Indeed, the designers have allowed for this by permitting cyclists to use the T2 lane. It remains to be seen how new or less experienced cyclists, albeit travelling at slower speeds, will cope with vehicles accessing/egressing driveways and pedestrians.

Point 4 highlights the need to adequately address the requirements of all Hutt Road transport corridors users in a balanced way. It is noted that there will be significant adverse effect for other transport modes and residents of Khandallah and Kaiwharawhara who rely on the Hutt Road for their access and egress.

Parking

One of the key issues to be addressed in the creation of the cycleway is the adverse effect on parking. Parking is related to both commuters and Hutt Road businesses. Most of the existing parking, by its very nature, is long term and extends from 6.30am in the morning till approximately 6.00pm in the evenings. The proposal of allowing clearway parking in the proposed south bound T2 lane during off peak doesn’t seem to be an acceptable solution to the lost parking. Also because of the current bus fare boundaries, bus commuters already use part of the area between The Caltex Fuel outlet and Aotea as a park and ride option. Significant on street commuter parking already occurs in the lower sections of Rangiora Avenue and with the loss of employee day parking in the Hutt Road there will be more intense competition on this space. Arguably more thought needs to be applied to understand the actual parking needs associated with the current mix of uses in the Hutt Road together with innovation as to how these can be addressed. Solutions such as improved parking at the Kaiwharawhara Park (where there is none currently), leasing land or other options should be evaluated. The current proposal is an inadequate analysis of the corridor parking needs and how they function.

Proposed T2 Lane(s)

The rationale behind the need for, and operation of, the proposed T2 Lanes is at best unclear. The number of buses using the corridor during am and pm peaks is not high and the proposed lanes do nothing to

address the travel time delays occurring in Thorndon Quay.

Currently the Hutt Road is a local road but operates as:

• an overflow for the motorway;

• the primary access to the Inter Islander ferry terminal (for vehicles arriving from the north); and

• as a local collector for traffic from the northern/western suburbs.

Its function is much more than a local road as it supports a freight and passenger task of national significance. What is not readily understood is that the Cook Strait ferry services form part of a nationally integrated freight and logistics network and it is no accident that ferry departures and arrivals coincide with peak traffic flows into and out of Wellington. It is wishful thinking to believe that because Wellington builds a cycleway in the Hutt road which requires significant changes to the operation of Hutt Road that there then is the ability (or desire) to change behaviours at a national level.

Furthermore there is little explanation to indicate how T2 lanes will be managed and operated. Local experience (Mana) would suggest that this could become problematic.

South bound T2 lane and clearway

At peak times there will be a significant number of single occupant vehicles needing to either travel in the T2 lane in order to access businesses on their left or having to stop the flow of traffic in the outer lane whilst they signal a left turn across the T2 lane. Similarly as they egress businesses they will have to wait until the T2 lane is clear before moving across to the inner general purpose traffic lane. For both manoeuvres there will be induced traffic delays.

Also the south bound T2 lane needs to accommodate heavy vehicles and passenger vehicles wishing to access the ferry terminal area. This suggests that it is impractical to have a south bound T2 lane to the south of Kaiwharawhara Road.

Furthermore when the T2 lane reverts to off peak parking, unless the parking is well utilised, it becomes a potential safety hazard. Again there is ample evidence of parked vehicles being hit on the Mana T2 clearway.

Conclusions:

1. The south bound T2 lane will be problematic for vehicles wishing to access/egress businesses on the Hutt Road;
2. The south bound T2 lane should not extend south of Kaiwharawhara Road; and
3. The south bound T2 lane, unless off peak high parking demand can be created would best remain as a clearway.
4. The creation of a T2 will cause a severe blockage at the Onslow Road lights from 7-9am each working day resulting in nose to tail traffic banked up Onslow Road.
5. Similar but less severe backing up will also occur at the bottom of Rangiora Avenue & Ngaio Gorge.
6. In short, the creation of a T2 lane is poor planning and is basically unacceptable.

North bound T2 lane and clearway

It is unclear where the north bound T2 lane will begin but given the complexity of traffic flows south of Kaiwharawhara Road it would be undesirable to commence the T2 lane before this point. There is much less demand for left turns off the Hutt Road whilst heading north but it will remain an inconvenience for some requiring a lane change from the centre into the left lane in order to exercise this option.

Bus Stops and Cycle Bypasses

The consolidation and relocation of bus stops is in principle acceptable. However there is no detailed information to enable a realistic assessment of how these will work. The bus/cycle bypass in Victoria Street has been contentious as have the arrangements built in Island Bay. Encouraging pedestrians to cross spaces which may be occupied by moving cyclists is simply unsafe.

Proposed Pole Relocation

The relocation of poles and other structures from the current shared space is welcomed. The benefits that this simple gesture would provide are likely to be significant and one can only speculate why it hasn't been done before now.

Summary:

It would be best to move the poles to the western side of the Hutt Road, resurface the cycle / pedestrian way with new markings and then "take a cup of tea" whilst exploring the much more desirable long term solution of a new cycleway on the seaward side of the motorway.

Brent Slater,
12 Sovereign Point,
Kaiwharawhara.
4707-706 or 027 2792-777
brentslater@xtra.co.nz

Proposed Hutt Road Cycleway – A Critique

Executive Summary

The objective of providing an improved cycling and pedestrian facility in the Hutt Road is a positive initiative but one that must not be at any cost.

The Hutt Road is a significant part of the local, regional and national transport infrastructure and it is clear that many of the adverse impacts of the proposal to users of this corridor have been inadequately evaluated and remain unmitigated.

In particular the loss of parking and its impact on adjacent businesses and residents has not been addressed in a satisfactory manner. Similarly the design, management and operation of the proposed T2 lanes and clearway fails to convince that it has been developed from a multi-modal transport perspective and is therefore likely to be highly disruptive to many users of this corridor.

The Proposed T2 lane is designed to force vehicles into the outside lane meaning that Onslow Road downhill traffic will not be able to merge into the outside lane southwards. Khandallah motorists are likely to be backed half way up Onslow Road at peak am times. The only solution to this problem suggested by the Council officer questioned on this issue was for Khandallah motorists to “help save the planet” by catching the bus, working from home, car pooling, or cycling to work!

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However the current proposal is not underpinned by any detail related to:

1. When the Aotea to CBD connection will be completed and what route it will follow;
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3. How the proposed cycleway will be operated to safely meet the different needs of pedestrians, new cyclists and commuter cyclists; (bear in mind the expected significant increase in the number and speed of “E bikes”).
4. How the needs of cyclists can be met in a way that supports multi-modal needs of all users of the Hutt Road transport corridor.

In relation to points 1 & 2 the Hutt Road cycleway runs the risk of being a disjointed and disruptive intervention rather than a key part of an integrated cycle network.

Point 3 raises the concern that the corridor will in effect be a shared path. Given that the current shared path arrangement is suboptimal, it isn't clear how the space between cyclists and pedestrians will be any better managed under the new proposals. Is a "white line" adequate??? As mentioned above, "E bikes are going to be faster but with no improved braking power making accidents more likely and more serious. Also between Rangiora Avenue and Aotea there are a significant number of business driveways which for faster travelling experienced cyclists introduces significant side friction and as a result may be neither as quick nor as safe as travelling on the road. Indeed, the designers have allowed for this by permitting cyclists to use the T2 lane. It remains to be seen how new or less experienced cyclists, albeit travelling at slower speeds, will cope with vehicles accessing/egressing driveways and pedestrians.

Point 4 highlights the need to adequately address the requirements of all Hutt Road transport corridors users in a balanced way. It is noted that there will be significant adverse effect for other transport modes and residents of Khandallah and Kaiwharawhara who rely on the Hutt Road for their access and egress.

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Furthermore there is little explanation to indicate how T2 lanes will be managed and operated. Local experience (Mana) would suggest that this could become problematic.

South bound T2 lane and clearway

At peak times there will be a significant number of single occupant vehicles needing to either travel in the T2 lane in order to access businesses on their left or having to stop the flow of traffic in the outer lane whilst they signal a left turn across the T2 lane. Similarly as they egress businesses they will have to wait until the T2 lane is clear before moving across to the inner general purpose traffic lane. For both manoeuvres there will be induced traffic delays.

Also the south bound T2 lane needs to accommodate heavy vehicles and passenger vehicles wishing to access the ferry terminal area. This suggests that it is impractical to have a south bound T2 lane to the south of Kaiwharawhara Road.

Furthermore when the T2 lane reverts to off peak parking, unless the parking is well utilised, it becomes a potential safety hazard. Again there is ample evidence of parked vehicles being hit on the Mana T2 clearway.

Conclusions:

1. The south bound T2 lane will be problematic for vehicles wishing to access/egress businesses on the Hutt Road;
2. The south bound T2 lane should not extend south of Kaiwharawhara Road; and
3. The south bound T2 lane, unless off peak high parking demand can be created would best remain as a clearway.
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5. Similar but less severe backing up will also occur at the bottom of Rangiora Avenue & Ngaio Gorge.
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Proposed Pole Relocation

The relocation of poles and other structures from the current shared space is welcomed. The benefits that this simple gesture would provide are likely to be significant and one can only speculate why it hasn't been done before now.

Summary:

It would be best to move the poles to the western side of the Hutt Road, resurface the cycle / pedestrian way with new markings and then "take a cup of tea" whilst exploring the much more desirable long term solution of a new cycleway on the seaward side of the motorway.

Hutt Road Cycle path – Submission

17

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Diane Calvert	Khandallah	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Only one option and little room (or appetite by Council) for change judging by the lack of traffic modelling impacts and the very leading submission form. This is a poor design and a waste of opportunity to do something to fit all modes of transport and up the safety for all.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ken Glassey	Newlands	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

This will be Island Bay all over again the Khandallah resident have no idea that they are going to loose a road lane for 1 person cars\:

1. Don't use cyclists as the excuse to turn the inside lane to a bus lane it's going to infuriate motorists to be more anti cyclists the que will back up Ngaranga! It's using cyclists as an excuse to improve the bus times & make it harder to get a car into the city!
2. Remove the poles is great but what will the impact of no street light to see cyclists on the path? 3. A decent surface as a big improvement for 1st stage.
4. Don't need 5m wide 3m is plenty for both bikes and pedestrians for most of it as where it is that wide now its ok.
5. Move the bus shelters & stops ok
6. Bottom of the gorge lights ok
7. Wider bridge at ngaio is great.
8. The road lanes don't need to be 3.5m wide, why not decrease them to 3m and widen the cycle lane each side of the road to 1.5m. Move the guttering if need be. That way there is a clear separation between car parks, walkers and cyclists.
9. Nothing on the changes proposed at the lower end of Ngauranga gorge by coffee cart & shops at the bottom of the gorge.
10. The downhill section on the Ngauranga gorge footpath needs to be wider it steal some road width!

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

a 3m wide section is enough for bikes and walkers if the poles are removed and everybody behaves. How many walkers v bikes accidents have there been on the current section?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

agree with the new bus stops and locations but not the T2 lane

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

I have been cycling this route from Newlands for 16 years without an accident. I don't use the footpath going north as drivers don't look left when coming out of the driveways and parking. I also cycle too fast to use the "cycle path" safely. I use the road going north and improvements are needed at Onslow rd lights a

green cycle section is needed like at Ngaio corner. The white lines north of the lights need to be moved to give narrower car lanes and a 1m cycle width by the concrete wall. It used to be there before the last resealing then disappeared. Another cycle space is needed at Ngauranga lights going north. Cycle/footpaths don't cater for road bikes doing 40km+ per hour and would be very dangerous hence its far better to use the road.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

please consider the businesses and have less curb height to make it easier to access. could make them permit only for business? Putting parks on the road side won't work as parrallel packing also slows the other lane traffic and issues with traffic flow..

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

DO YOU HAVE ANY GENERAL COMMENTS?

This will be Island Bay all over again the Khandallah residents have no idea that they are going to loose a road lane for 1 person cars:
Don't use cyclists as the excuse to turn the inside lane to a bus lane it's going to infuriate motorists to be more anti cyclists the queue will back up Ngauranga! It's using cyclists as an excuse to improve the bus times & make it harder to get a car into the city! This needs to be upfront that it has nothing to do with cyclists but to do with improving public transport use and getting more multiple passenger cars.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
C McKenna, Khandallah Residents Group		Khandallah Residents Group	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

SUBMISSION - PROPOSED HUTT ROAD CYCLE PATH AND OTHER “TRANSPORT IMPROVEMENTS”

From: Khandallah Residents Group

Representing: A committee of eight, plus 310 residents of Khandallah

Contact: Christine McKenna
4 Nicholson Road
Khandallah
Tel 479 7079
021 107 1675
E cb.mckenna@xtra.co.nz

Khandallah Residents Group wishes to make an oral presentation to the Council in support of this submission.

Background

Residents of Khandallah are very regular users of the Hutt Road. This is the route for private and public transport and for cyclists and pedestrians from Khandallah to get to the CBD, the Southern and Eastern suburbs, or to join SH2 to the Hutt Valley. Businesses along the Hutt Road are also regularly accessed by Khandallah residents.

Khandallah residents are reliant on the Hutt Road.

Summary

1. KRG strongly supports safer paths for cyclists and pedestrians. However, we do not believe that this proposal would achieve a significant improvement in safety, primarily because of the many businesses that have entrances/exits along the Hutt Road. **Therefore we do not support this proposal as it stands.**
2. We would support a cycleway in a safer location, away from the many business entrances and egresses that exist along the Hutt Road, and that actually goes somewhere, i.e., a cycleway that is joined up with cycleways all the way to the CBD and around the harbour. Until such a master plan is developed, reviewed, and properly consulted on, this proposal should be halted.
3. Unless the issue of a cycle path that fits into a more integrated network beyond the Aotea overbridge is addressed it is unlikely that the desired increase in cycling would occur. Such a network needs to acknowledge human behaviour. Commuters cycling to the Parliament/Thorndon end of the CBD are likely to continue to use Thorndon Quay rather than a harbourside route. This needs to be catered for in a master plan.
4. Additional cycleways should not be approved until Council has had the opportunity to learn from an independent safety audit of the Island Bay cycleway.

5. **KRG does not support the proposal for T2 Lanes or to allow parking along the east side of the Hutt Road after 9am.** These measures are not appropriate for a relatively short distance on a road that has numerous entrances and exits. They would introduce unacceptable risk and cause significant traffic delays, which would adversely affect cars and buses entering the Hutt Road from Onslow Road, for no real gain. Our monitoring of the number of vehicles going from Onslow Road onto the Hutt Road clearly shows that it is significant.
6. The consultation process has been inadequate and the publicity has not been properly targeted to all of those affected, such as residents of Khandallah and Ngaio. Further publicity and an extension of the submission period are required.
7. Council needs to facilitate car-pooling for this to have any impact on reducing the number of cars on the road.
8. The exit from Spotlight and Stewart Electrical needs to be integrated into the lights which control the Hutt-Kaiwharawhara Road intersection.

Safe cycleways and T2 lanes are both great ideas in the right place. The Hutt Road is not the right place.

Council has had a great deal of negative publicity in response to the Island Bay cycleway. The public consultation process for this proposal has been equally poor, and the risks appear to be greater. If the unsafe Hutt Road cycle path and the dangerous “transport improvements” are introduced the negative publicity is likely to be even greater.

Consultation Process

Khandallah Residents Group (KRG) has expressed its real concern about Council’s poor consultation process in relation to the proposal for Medium Density Housing (MDH) in Khandallah to Councillors and the Chief Executive. These concerns were described by the Chief Executive as “legitimate”. This process indicates that improvements have not been made.

The “consultation” period of only a month has been too short. The fact that it was promoted as a consultation about the Hutt Road Cycle Path gave no clue of the other changes proposed which will significantly affect Khandallah residents. Indeed, the fact that other so-called “improvements” are included virtually unannounced could be viewed as misrepresentation. Because of this, many residents have only very recently become aware of the impact that the proposed changes will have on them.

Even the title “proposed Hutt cycle path and other transport improvements” is misleading, because it fails to alert motorists to what is included in the proposal. If one consults a dictionary it is clear that transport is about conveying people (e.g., by bus), while traffic is about the movement of vehicles. A reasonable person would assume that the “transport improvements” were about improved bus services – which would be great!

KRG, Ngaio Crofton Downs Residents Association and other Khandallah and Ngaio groups such as the Tar Babies cycle group, should have been specifically informed and consulted about this proposal.

The signs about these proposed changes and the open days were only placed along the Hutt Road. No publicity was placed along the routes to Khandallah and Ngaio, or in either Village shopping area. There appears to be a lack of acknowledgement that the proposed traffic changes and cycleway would significantly affect residents of Khandallah and Ngaio.

Further, if cycling numbers from these suburbs are to increase, publicity along the Hutt Road only may not reach people who do not use the current cycleways, but may consider doing so if the safety was improved. If fostered, these people will be significant in the future for commuter and recreational cycling. They need active encouragement to let Council know what would make them feel safer.

It is very concerning that this “consultation” process and the submission form appear set up to achieve a desired outcome rather than to genuinely seek community feedback and suggestions.

The period for submissions should be extended and publicity be placed in both Ngaio and Khandallah to enable residents to have input. It would also be worth having an open day in each of these suburbs.

Cycle Path

KRG supports the aim of improving the safety of cyclists and pedestrians, but as stated above, we consider that this proposal should not go ahead at present. However, because it may be some time before a safer and more extensive solution can be developed and implemented, the following improvements should be made as an interim measure:

1. Improve the surface of the shared cycle and pedestrian paths to increase the likelihood of cyclists using it; many cyclists prefer to use the road because of the condition of the surface, particularly in the case of the Aotea ramp underpass. We note that the surface of the underpass has obviously been swept recently. It is vital that it be maintained like this, and not be allowed to revert to being strewn with litter, glass, stones, etc., for the safety of both cyclists and pedestrians.
2. Cycle and pedestrian lanes should be clearly differentiated. A line would be barely adequate for this purpose. Unless the cost of surfacing with different colours would be prohibitive for an interim solution this should be considered. This would also assist in alerting vehicles crossing the path to look out for cyclists.
3. When re-surfacing thought should be given to ensuring that all utility covers sit flush with the path’s surface and that any grates are aligned so that they will not “trap” cycle wheels.
4. The plan to remove poles on the east side of the road in order to remove impediments appears a realistic way to improve the safety of both cyclists and pedestrians.
5. In order for greater numbers of cyclists, pedestrians and runners to travel from Khandallah to safely reach the cycle path on the Hutt Road, the way of getting there needs to be improved. The Bridle Track from the bottom of Nicholson Road to Sargeson Way in Kaiwharawhara is already reasonably well used by people cycling, walking and running to work or for recreation. However, some of the lower parts of the Track are narrow, and do not allow for safe mixed use. These should be widened without damaging the bushy character of the parts nearer to Nicholson Road. This would enable Council to publicise the Track as a key feeder cycle/walking path, and to encourage its use as a safer alternative to the narrow and winding Onslow Road.

6. The safety of access for cycles from Onslow Road to the cycleway needs to be improved. While the lights control north-bound traffic they do not control south-bound traffic along the Hutt Road, so that cyclists are required to cross two lanes of traffic. KRG observed 11 cyclists coming out of Onslow Road to head to the city using a variety of unsafe ways to get into the flow of traffic or onto the cycle lane between 7.45am and 8.15am on Thursday 14 April 2016.

“Transport Improvements”

The Hutt Road is the second busiest arterial route into Wellington. It is the primary access to the Inter Islander ferry terminal, and critically, it provides an alternative to the motorway when there are congestion issues, accidents, etc. It is the access route for Khandallah and Ngaio residents to the CBD and points south, and to SH2. In other words, the Hutt Road has local, regional and some national significance, and may be particularly important at a time of civil defence emergency.

Two major suburban roads (Onslow Road and Kaiwharawhara Road) plus Rangiora Ave and Westminster Road feed onto it and there are numerous businesses people may need to access during the morning peak (e.g., tradesmen getting their supplies from Placemakers, Carters or Stewart Electrical).

It carries local commuter traffic, a significant number of large trucks, buses to and from local suburbs, suburbs to the north via SH1 and the Hutt Valley, and tourists who may be unsure of how to get to the ferry terminal. It is critical that it not be blocked by parking, and that it not have confusing T2 lanes which may require late lane changes that would otherwise be unnecessary.

T2 Lanes

1. T2 lanes can be effective in providing a “message” about car-pooling and public transport use where there are multiple lanes with few accesses/egresses on the road. We note that the T2 lanes in Paremata were a failed experiment which were expensive to enforce, and were removed in 2011 following a two-year battle that was resolved by the Environment Court
2. At present there are many vehicles with only the driver; a scan of morning peak hour traffic suggests that they are the majority. While we understand the desire to change this, it cannot justify the introduction of a dangerous strategy – how many accidents caused by late lane changes would it take for the T2 lanes to be reviewed?
3. The introduction of T2 lanes would inevitably result in a greater number of lane changes, and late lane changes (the 50m requirement allows only a very few seconds for lane changing). Such manoeuvres carry inherent risk; the safe approach is to move into the lane in which you need to be as soon as it is safe to do so, avoiding last minute lane changes.
4. Of greatest concern is the impact on morning traffic exiting Onslow Road to head south. A T2 lane would be likely to result in greater numbers of vehicles in the right lane, making it possible for only a small number of vehicles from Onslow Road to merge into it (including buses and people car-pooling). This would see long queues up Onslow Road, and a trend for greater numbers of people to choose to travel down Ngaio Gorge instead. Morning traffic for Ngaio Gorge already crawls from Tarikaka Street, and sometimes from Ngatoto Street.

5. The introduction of a T2 lane north-bound less than 50m before the intersection with Kaiwharawhara Road, would allow motorists going up Ngaio Gorge to remain in the left lane, thereby avoiding two lane changes. This would be likely to result in a significant increase in traffic going up Ngaio Gorge rather than Onslow Road.
6. The introduction of a T2 lane north-bound would significantly affect driver-only vehicles needing to go up Onslow Road during the afternoon peak. They would need to make a risky late lane change.
7. Car-pooling: If this is to increase it needs to be actively encouraged and facilitated. T2 lanes will do little to achieve this. The majority of people will not know people who need to travel to and from essentially the same place at the same time as they do. Council needs to develop a way of facilitating this.

KRG undertook monitoring of the traffic from Onslow Road onto the Hutt Road between 7.45am and 8.15am on Thursday 14 April 2016. The figures are set out below.

Total vehicles in 30 minute period:	429
Includes:	
Buses	3
Motorcycles	12
Cars, vans, etc	414
Of these:	
Northbound	85
Southbound	344
Cyclists	11

Off-peak Parking East Hutt Road

1. We accept the need to replace the car parking lost in upgrading the cycleway along the Hutt Road. However, our suggestion that the cycleway along the Hutt Road be only an interim solution until a safer and better-connected cycleway can be planned and implemented would mean that only an interim parking solution would be required.
2. Off-peak parking would not meet the needs of park-and-ride commuters or people who work in local businesses because most would need to get to work before 9am. KRG surveyed the number of publicly available car parks along the Hutt Road between 8.20am and 8.25am on Thursday 14 April 2016. At this time there were only four vacant car parks – clear evidence that the proposal for parking after 9am will not meet the need created by removing the parking from the footpath. Council needs to identify a specific area which could become an all-day parking area – perhaps with fees being applied.
3. Because of the local, regional and national significance of the road it is not appropriate for on-street parking to effectively make the Hutt Road a single lane road south-bound from 9am, which would be the nett effect of allowing parking on the road. It would be almost inevitable that vehicles parked in such car parks would be hit on a fairly regular basis. As well as the damage to vehicles/people, this would be likely to result in some damaged vehicles remaining in place, perhaps until the next morning's peak hour, thus disrupting traffic flow in the T2 lane.

4. As a minimum the clearway time should be extended to 9.30 or 10am because the vehicle numbers remain high during the 9-10am period (average 896 during this period Monday – Friday cf 590 in the 10-11am period 2010 report Site W2176).

Hutt Road – Kaiwharawhara Road Intersection

There is no safe way to exit from Spotlight and Stewart Electrical to head up Ngaio Gorge or north along the Hutt Road. There is a small sign that indicates that U-turns are not permitted which is barely visible. Because no safe practical solution is offered what generally happens is that:

- Many couriers and tradesmen’s vans in particular simply drive straight across to the lights or do a U-turn
- Other vehicles turn into School Road to turn around (still essentially within the intersection).

Both of these manoeuvres are dangerous. Lights to control the safe egress of vehicles, similar to the lights at the entrance/exit at Countdown in Johnsonville are required. These would also need to control cyclists and pedestrians for their safety.

Onslow Road

Onslow Road is a major feeder Road onto the Hutt Road, as demonstrated above. It is a matter of real concern that there is no footpath on Onslow Road from Homebush Road, or safe access for pedestrians from Onslow Road to the footpath on the other side of the Hutt Road. This is a realistic walking distance for people who work or wish to visit businesses along the Hutt Road or Thorndon Quay, but it is sufficiently dangerous that it would be foolhardy to walk, except possibly after about 10am.

Hutt Road Cycle path – Submission

20

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Helga Wientjes	Other	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Excellent proposal. Would prefer that Westminster Street is removed so it becomes just a parking area, allowing the cycle and footpaths to continue and force cars to give right of way to cyclists and pedestrians.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Trevor Knowles	Other	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Conflict will still exist between walkers and cyclists with people(including children using crÃ“che) and parked cars. Inattention will be costly one day and the speed of cyclists using the new lanes will be a problem.
Currently I ride 3/5 days both ways

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

but not going sideways..eg exiting buildings to parked cars...conflict with speed.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Not really but if I say no I don't get comments box!
Being hit by a T2 car is no different from being hit by non T2..it still hurts so challenge is to mitigate risk to all..have dedicated cycle only on road along this major route into city for cyclists...we cant sue motorway.
Make it better for cars to generally use motorway except local traffic.

DO YOU HAVE ANY GENERAL COMMENTS?

Surprised at lack of awareness of closing date..could have had flyers on route to get more survey input.
Why no consultation on Gorge change announced today..in overview only?. I have views on that as 3/5 user..safety and condition of footpaths. I have emailed maintenance contractor twice so far with mixed

results.

I use south side down and up for safety but that is debateable with two roads to cross and narrow underbridge path.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
peter panettieri	Lyall Bay	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

have all options been looked at for the Hutt road cycleway.

1) I have used google maps and looked at the train line. There seems enough space between the rail line and the motorway (shown in photo 02) . This could be be wide enough for it to be even an emergency access to the motorway if possible. The cycleway could be over the top of the tunnels in (photos 01) and an over bridge over the train lines would be needed at photo 03. This option would save on the stress of the parking discussion and possible accident points with your current option

2) another option (photo 04) would be along the foreshore beside the motorway, there seems enough room. The only issue is getting across the interislander yards.

3) The last option and maybe the best would be on the west side of the Hutt road, this option has no parking issue plus the two intersections are controlled be traffic lights. It would be nice to have an over bridge at Ngaranga gorge (maybe in pink like in Auckland) to get accross the traffic at that huge intersection. There is enough room on the west side with only short retaining walls needed at some parts. At Onslow rd (photo 05) something would need some attention, either the Hutt road is moved over by 3 meters or the over pass i

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

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DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

have all options been looked at for the Hutt road cycleway.

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Search Google Maps



Wellington Urban Motorway

Hutt Rd

Hutt Rd

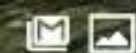
Hutt Rd



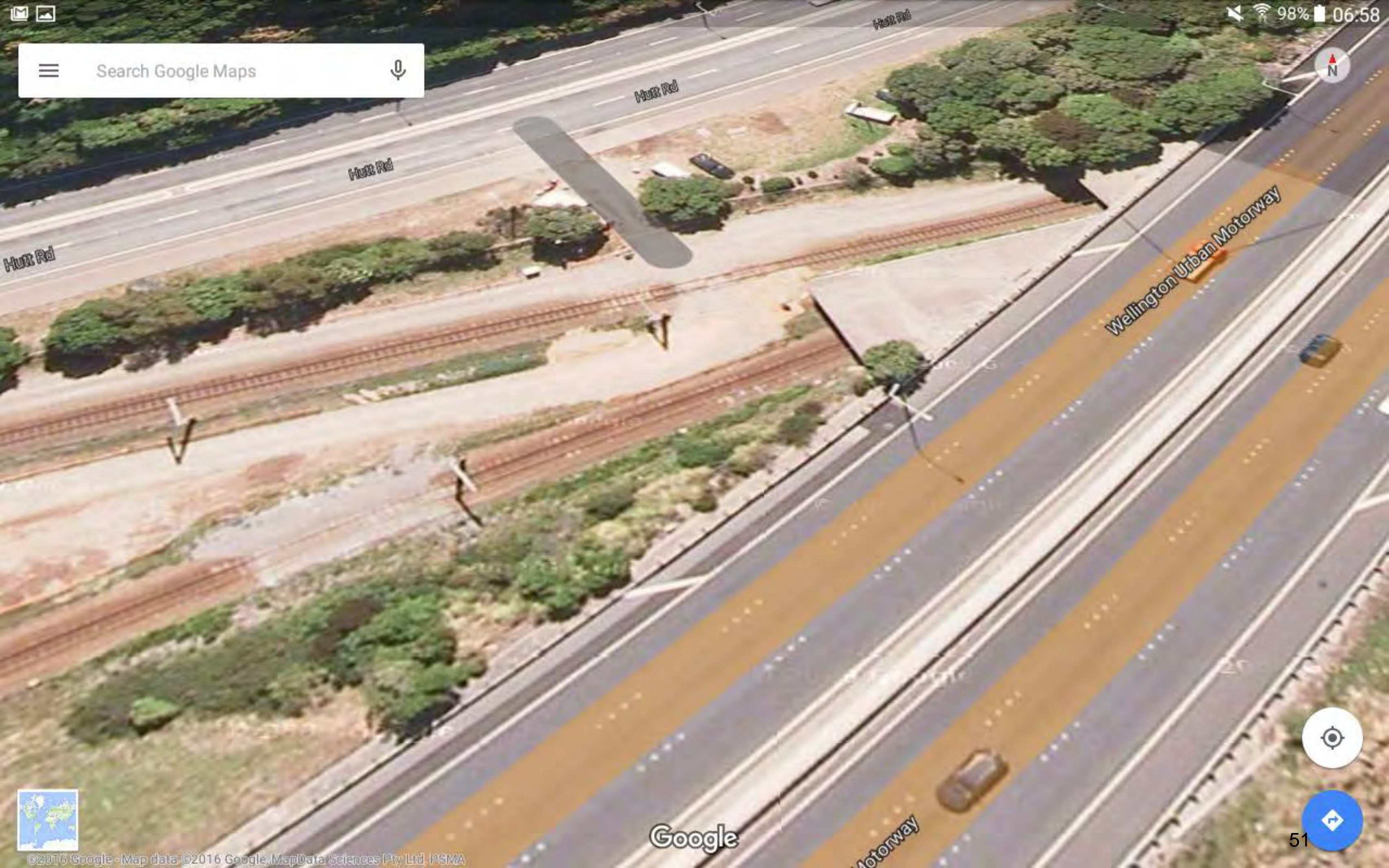
Google



50



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Wellington Urban Motorway

Hutt Rd

Hutt Rd

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Hutt Rd

Hutt Rd

Hutt Rd

Hutt Rd

180

106

172

HKids Kaiwharawhara

CARTERS Wellington Central

Wellington Urban Motorway

Google





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Google

Wellington Urban Motorway

Wellington Urban Motorway

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jo Glen	Kaiwharawhara	Best Start (Early Years Hutt Road)	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Impact to local businesses and the people who use their services.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

We operate an Early Childhood Education & Care Centre, catering to 100 children, Mon-Fri, 7:30am-5:45pm. Already our own car park is being utilised by parents dropping & picking up their children from I-Kids (ECE Centre) next door @ 172 Hutt Road. This is due to I-Kids already having inadequate car parking for their customers and the need to get off an already busy footpath. Under this proposal our own car park will be put under even greater pressure. We will lose the 8 car parks we currently lease from WCC on the roadside. The provision of 9x P10 car parks to be shared with I-Kids is inadequate and we estimate that at peak hours (7:30-8:30am) these car parks would need to turn over every 3mins to provide for 172 families dropping their children off at the centres. Clearly this is both impractical and unsafe.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tracy White	Khandallah	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

This is long over due although I would have to say this part of the cycle way is easy compared to the next bit along Thordon Quay. - however please try and avoid the debacle that developed over Island Bay where everyone got in their corners and very quickly cyclists become the enemy. Please take people with you alot of the Stuff feedback is ill informed and lacking in factual information, perhaps WCC could provide some

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

provided it is wide enough and people are considerate

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

I agree WCC need to get these business owners on side otherwise they will take it out on cyclists/WCC in the media. WCC have also got quite a bit of re-messaging around previous supporting for parking etc in these areas. Maybe WCC could look at putting in small carparking areas off Kaiwharawhara rd and the Hutt Rd - because it is difficult to get parks now - although Spotlight always has parks - maybe a bit of a deal there ?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Great idea - devil is in the detail

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tony Randle	Johnsonville	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

comments in the General Comments Section

DO YOU HAVE ANY GENERAL COMMENTS?

Submission to the WCC on The Hutt Road cycle path and other transport improvements

First Name: Tony
Surname: Randle
Street Address: 20 Truscott Avenue
Suburb: Johnsonville
City: Wellington
Phone: 027 484 6266
Email: wellingtoncommuter@gmail.com
Date: 14 April 2016

I am making a submission as an individual.

Would you like to make an oral presentation to the Council committee in support of your submission? Yes

Standard Question Section

1. Do you support the proposed changes to Hutt Road?	No
2. Have you recently travelled along Hutt Road?	Yes
3. What mode of transport do you typically use?	Bus
4. Do you support the proposed changes for people on foot?	No
5. Is a painted white line enough to separate people on bikes from people on foot?	Don't know
6. Do you support the proposed changes for people using buses?	Yes
7. Do you support the proposed changes for people on bikes?	No
8. Do you support the proposed changes to parking?	No
9. Do you support the proposal to provide T2 transit lanes during peak periods?	Yes, but please consider comments in the General Comments Section

General Comments

1) Cycling is a minor mode along this corridor

Firstly, it must be remembered that along this corridor, both cycling and walking are minor transport modes. According to the 2006 and 2013 Census Journey to work reports, commuter travel along this corridor to the CBD was as follows:

To CBD* From	Mode	2006	2006 Mode%	2013	2013 Mode%
Wellington North	Total	9,945		10,932	
	Car	5,553	56%	5,832	53%
	Cycling	231	2%	375	3%
	Pedestrian	114	1%	165	2%
Lower Hutt	Total	9,736		11,034	
	Car	4,359	45%	4,440	40%
	Cycling	117	1%	258	2%
	Pedestrian	54	1%	45	0%
Tawa	Total	2,286		2,946	
	Car	909	40%	1,242	42%
	Cycling	18	1%	27	1%
	Pedestrian	18	1%	18	1%
Upper Hutt	Total	2,922		3,681	
	Car	1,266	43%	1,677	46%
	Cycling	18	1%	39	1%
	Pedestrian	36	1%	21	1%
Total	Total	24,889		28,593	
	Car	12,087	49%	13,191	46%
	Cycling	384	2%	699	2%
	Pedestrian	222	1%	249	1%

*This corridor also supports most travel from the north to Wellington South, East and West. A most of this is by car so the above overestimates cycling and pedestrian percentages.

As can be clearly seen, active mode commuter is only about 3% ... the major alternative mode to car is, of course, public transport (bus and train).

The report shows cycling usage grew strongly nearly doubling between 2006 and 2013. But in the same timeframe that the census showed 315 more cyclists and a %Mode share fall by

car usage, overall traffic volume increases meant that 1,100 more trips were being made by motorised transport through this corridor. This, in turn, means that traffic congestion is getting worse despite the “huge” percentage growth in cycling numbers.

2) Assumed huge cycling growth drives the wider cycleway

It is difficult to understand the logic of allocating a 5m - 6m corridor for 400 cyclists plus 100 or so pedestrians and then cram 5,000 plus car/bus commuters into a road space of 6.3m - 7m. In fact the wider cycleway is a result of the predicted very high growth rates in cycling usage (8% - 10%/year !) although the report provides almost no evidence to support this huge assumption. This growth leads the report to claim that cycling numbers will quadruple to 1,270/day south of Ngaio Gorge.

It should first be noted that the 2015 business case for the Wellington to Hutt Valley Cycle and Pedestrian Link that forms the rest of the cycleway to Petone predicts more modest growth in cycling usage:

“9.1 Key Assumptions

9.1.4 Cycling:

Annual cycling growth rate:

...

- Option 3 – 6% for Years 1 – 10, 3% thereafter.

NB. Growth rates based on the historical trends in the region.”

“12.0 Conclusion

12.1 Summary

...On the balance of qualitative and quantitative analysis the recommended option is Option 3.

Option 3 is expected to deliver upon the project outcomes identified as:

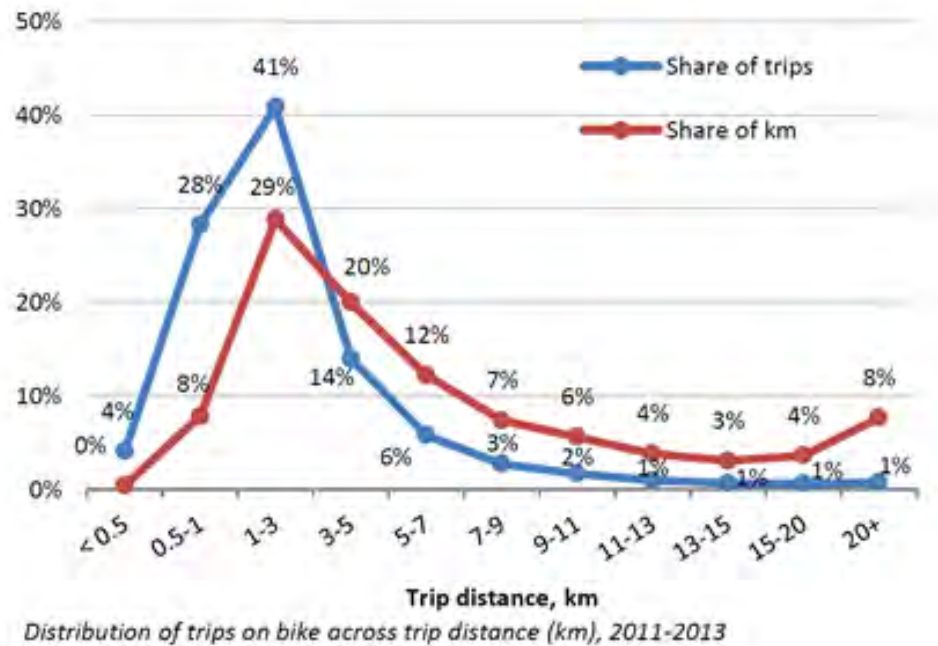
- Up to 280 additional commuter-related cyclist trips per day*
- Up to 65 additional tourism / recreational cyclist trips per day*
- Up to 50 additional pedestrians / runners per day”*

More importantly in reviewing whether a quadrupling in cyclists is a reasonable prediction is to highlight that the trip length along this corridor would be between 6 and 20 km. Research into commuter cycling shows that the bicycle mode is attractive over car for trips for distances up to 5km:

- the Walcying project in Europe (Hyden et al 1999) found that the average cycling trip length in 10 European countries was only 2km.

Sullivan and O’Fallon (2004) found that 80% of cycling trips in New Zealand were less than 5km in length.

-
- The Danish National Travel Survey states 87 % of all trips and 57 % of the overall driven kilometers on bike are made up of trips that are shorter than 5 km. Only 4 % of the trips are longer than 11 km, but due to the length of the trips they account for 18 % of the overall driven kilometers on bike.



A clear majority of cycling commuters do not travel more than 5km. This must raise a big question on the validity of the high assumed annual growth rate in the report's cyclist numbers. Research shows commuter cycling over distances of 6 - 16km is unlikely to be attractive to the numbers of Wellington residents claimed by the report. In addition, the report does not even note that:

- cyclist access up Ngaio Gorge, Onslow Road and Ngauranga Gorge are either substandard or non-existent limiting the attractiveness of cycling from these areas
- cyclist access to north Wellington City suburbs requires a 100 - 150m hill climb on the way home limiting the attractiveness of cycling
- many cyclists using the current cycleway do so by parking along Hutt Road which, under the proposed cycleway, will be prohibited.

The report also fails to comment on the expected impact of poor weather on cycling usage. Wellington already has very bad "wet weather" congestion and the trip distances on this corridor are very long (for active modes). One major cause of increased peak hour congestion during poor weather must be because many active mode commuters only cycle or walk/jog during good weather. These "fair weather" cyclists switch to driving or cramming into already crowded buses to get to work when it rains or is cold. Re-purposing valuable Hutt Road transport corridor space to cycleways and footpaths means less space for the vehicles and, in times of poor weather, this also means the space investment in active modes is wasted.

It is the reports unjustified prediction of very high future numbers of cyclists (from 400 today to 1,470 by 2031) that lead to the key requirement for a much larger and wider cycleway. A more reasonable assumption that cyclist numbers will “only doubling” leads to quite a different and less invasive cycleway being required for this corridor.

3) The new southbound bus stop at Kaiwharawhara is wrong

A large number of bus commuters use the bus stops at Kaiwharawhara (more than the combined total number of cyclists and pedestrians using the Hutt Road paths). As noted in Figure 17 of the report, the vast majority (around 1,100) board on Hutt Road stop while a few board on Kaiwharawhara Road. The reason for most commuters choosing the Hutt Road bus stop is obvious, with 100 buses during peak hours, the frequency of service is excellent. As known by any decent transport analyst, that makes the service attractive because commuters do not have to be at the bus stop at any particular time to “catch the bus” ... as there will be another one along in a couple of minutes at peak times.

The proposed relocation of the southbound bus stops at Kaiwharawhara is a very bad idea because:

- walk access for users both to and from this area significantly reduced. The new bus stop location will be beyond beyond the recommended 400m for many current users. [Also, the report’s use of simple 400m access circles in Figure 27 for the southbound bus stops is wrong given access must be via the signalised traffic lights across Hutt Road. As the proposed new bus stop is about 140m from the Eastern side of the pedestrian crossing, the actual access is smaller 260m from this point. In practice that this new southbound bus stop is even less accessible for most current users is a major disincentive of residents to take PT.]
- There is a potential safety hazard created because late running commuters may try to take a direct short cut across the busy multi-lane Hutt Road south of the intersection without the support of pedestrian light crossing (this already often happens on Hutt Road now but at least the traffic is regularly halted by the lights).
- any bus that stops to pick-up or drop off passengers from the proposed new recessed bus stop will face a more difficult re-entry to the road because of the near continuous stream of traffic from both Hutt Road and Kaiwharawhara Road (the latter having just turned). As all southbound buses pass this stop this will impact on the reliability of ALL bus routes (again potentially delaying hundreds of commuters).
- The report claim that the proposed new bus stop “will have more frequent and wider range of bus services to choose from” is quite disingenuous (especially given the other issues mentioned above are not even noted in the report). The addition of the 23 bus services that stop on Kaiwharawhara Road to the 100 already on Hutt Road will make little difference to most commuters and no difference to those who need to catch buses currently using the Kaiwharawhara Road stop other than the additional effort of crossing Hutt Road and a 150m walk to get to the new stop location.

Again, this bus stop relocation does not make any sense from a PT improvement point of view and appears to be a narrow-minded cycling engineers answer to meet the unjustified demand for a 2m pedestrian path **in addition** to a 3m - 4m unobstructed cycling path along Hutt Road.

That is not to say that the southbound bus stop on Hutt Road is not in a poor location.

A better but less improved alternative for the southbound Hutt Road bus stop would be to move it south of Winchester Street to be closer to the pedestrian crossing outside the Pot Warehouse. Here a non-recessed bus stop would still fit along with a 3m shared cycleway/walkway. While this would cause some hold-ups in the T2 Lane, much of the time the bus would be stopped due to the lights anyway.

4) Rebuild the Kaiwharawhara Road Hutt Road Intersection

A far superior solution would be to locate the bus stop outside Spotlight. This should also involve incorporate the Spotlight access with the Kaiwharawhara Road traffic intersection thereby removing another key and dangerous driveway. The key advantage of a recessed bus stop outside spotlight would greatly improve pedestrian access (instead of reducing access as proposed) and traffic light support to support buses to re-enter the T2 lane. Lost car parking could be replaced by building the car park over the Kaiwharawhara Stream. There would be some costs involved but given the huge numbers using this bus stop (more use the bus stop than the cycleway), such expenditure would be fully justified.

If this council was genuinely committed to improving the key bottleneck at this intersection, a more ambitious approach would be to expand the intersection at the Hutt Road bottleneck to the north. This would involve the purchase the front half of property at 126 Hutt Road and the demolition the building currently housing the Pot Warehouse to provide land for a much improved intersection to be built:

- this would be a four way intersection including access into Spotlight
- the Westminster Street intersection (itself a safety hazard) could be closed with access provided via the Spotlight car park and 126 Hutt Road
- this would provide the land width to align the road lanes, cater for the walkway/cycleway and support a recessed bus stop
- there should also be some space to replace lost some car parking

The Capital Value of the whole property is \$3.9M and so \$2M would be required to fund this property purchase ... a large amount to be sure but given the critical nature of this intersection and the benefits of relieving this bottleneck while also improving safety for all means this idea merits investigation.

5) T2 Lane is justified with care

Bus Lanes along Hutt road have been promised since 2006 when the Johnsonville Line was retained. Indeed a key reason why the Johnsonville rail line was not turned into a busway was because bus lanes on Hutt Road were assumed to have been built by 2016 to improve bus travel times to/from Johnsonville/Newlands.

Of course the opposite has happened and the North Wellington bus service has progressively degraded due to increased peak hour traffic congestion. This was recently recognised by the GWRC who have adjusted the bus timetables to reflect the much slower bus travel times at peak.

While prioritising the travel of buses, taxis and ride-share cars is a good idea, great care is required to ensure it delivers on the promise of improved travel times, especially for bus commuters who make up about 40% of commuters along Hutt Road. The following points are of concern:

- The planned ramp signalling at Ngauranga for northbound traffic could defeat the northbound T2 lane. The queue for drivers heading to the Hutt Valley already often blocks the right hand northbound lane meaning drivers heading up SH1 will have to use the T2 lane to get to the bottom of Ngauranga Gorge. Further thought is required with one idea being to have dual Hutt Valley Lanes before the lights to store vehicles heading to SH2. There is room if the 3m current shared walkway/cycleway were retained.
- There is little advantage to having a T2 lane southbound past Kaiwharawhara Road because much of the traffic is heading towards the Aotea Quay overbridge and there is a lot of lane swapping.
- The report make little mention of what will happen with the new Hutt Road lane configuration of a faster trip for high-occupancy vehicles and a slower trip for single occupancy vehicles. It is very likely that single occupancy vehicles facing a much slower journey may switch to the Urban Motorway thereby increasing congestion. Equally, vehicles with passengers that currently using the urban motorway may shift to the T2 lane if it is faster thereby swamping it. If the latter occurs it may be that a T3 lane is actually required to keep vehicle numbers low enough to permit good bus journey times which is the main purpose of the T2 road improvement.

6) Cyclists must be excluded from the T2 Lane

The most important issue with the proposed T2 lanes is whether cyclists can use them.

The report states introducing the T2 Lane is based, in part, on Auckland Transport Guidance (page 49). The report specifically notes the advice on Road Safety:

*“The guidance highlights potential safety issues for cyclists if bus speeds increase. This reinforces the analysis in Section 8.2 above that **cyclists and buses should not be sharing a lane.**”*

The report itself is not clear on whether cyclists are permitted to use the T2 lane but the web site summary states the proposals include:

*“Introduce T2 transit lanes for peak travelling times. These would apply to southbound traffic in the morning peak times, and to northbound traffic in the afternoon peak times. The transit lanes would be reserved for passenger vehicles carrying two or more people, in-service taxis, motorcycles and mopeds, emergency services **and cyclists who choose to ride on the road.**”*

[In contradiction to the above, the video demonstrating the cycleway however states the T2 Lane is “for high occupancy vehicles (e.g. buses, taxis, vehicles carrying two or more people, motorcycles and mopeds” ... cyclists appear to be excluded]

I would also note that the cycleway design is based partially on the guidance from VicRoads. What is not included in the report is that Australian road rules requires cyclists to use a cycleway where it is provided and they are not permitted to use bus lanes:

- Australian Road Rule 247: Riding in a bicycle lane on a road
(1) The rider of a bicycle riding on a length of road with a bicycle lane designed for bicycles travelling in the same direction as the rider must ride in the bicycle lane unless it is impracticable to do so.
- Australian Road Rule 154: Bus lanes
(1) A driver (except the driver of a public bus) must not drive in a bus lane, unless the driver is permitted to drive in the bus lane under rule 158.

The entire purpose of the T2 lane is to permit high occupancy vehicles to maintain reasonable vehicle speeds during peak hour congestion. Therefore, permitting access by cyclists to the T2 Lane should be prohibited because:

- Cyclists in a lanes with fast moving buses is a major road safety hazard as specifically noted by the Auckland Transport Guidance
- The presence of cyclists will slow up all traffic and so negate the purpose of having restricted access to the T2 lane.

7) The Hutt Cycleway design doesn't match the Petone one

Perhaps the biggest puzzle about the proposed 5m configuration north of Kaiwharawhara Road is how it does **NOT** align with the 3m configuration already agreed and planned for the next section to Lower Hutt under the Wellington to Hutt Valley Cycle and Pedestrian Link !!

Why are both options proposing a width of 3.0m?

The proposed 3-metre width is in line with Austroads Guidance which stipulates that a shared (walking and cycling) commuter path can be between 2.0 metres and 3.5 metres. This is adequate for two-way movements of cyclists and pedestrians.

Option 1 (roadside) would be 3.0m in width with a few narrower sections of 2.5m.

Option 2 (seaside) would be 3.0m along the whole length of the path between Ngauranga and Petone.

Source: [Wellington to Hutt Valley Walking and Cycling Link - FAQ](#)

So the WCC plans to spend \$5.6m and remove a couple of hundred of all day car parks to build a separate 3m cycleway and a 2m footpath (5m width total) to connect to the 3m wide shared cycling/walking path from Ngauranga to Petone being built for \$42m ! Building what will be one cycleway to two quite different designs simply doesn't make sense.

Given the majority of cyclists are predicted to travel along this route you would expect design for the cycleway north of Ngauranga to match the design for the cycleway south of Ngauranga ... which would be a 3m shared cycleway/walkway.

8) Proposed cycle and walking path widths are not justified.

The report specifically notes NZTA standards on shared cycle/walkways based on the "Pedestrian planning and design guide" (2009) that states:

Table 14.13 – Widths of unsegregated shared-use paths			
	Likely main use of path *		
	Local access only	Commuters	Recreational or mixed use
Desirable path width	2.5 m	3 m	3.5 m
Path width range	2 m to 2.5 m	2 m to 3.5 m	3 m to 4 m
* Where the use is uncertain, provide a width of 3 m [121].			

As noted by the report (page 45):

“Based on NZTA Guidance, the following path widths would be recommended:

- *North of Kaiwharawhara Road: 3.5m unsegregated shared path*
- *South of Kaiwharawhara Road: 5m segregated shared path (3m + 2m)”*

However, the report deems NZ standards to be insufficient for NZ conditions and turns to an Australian standard (VicRoads Cycle Note 21).

The VicRoads diagram below shows the current usage (in blue) and assumed usage (in red) for cycling & walking use along Hutt Road both north (solid line) and south (dashed line) of Kaiwharawhara Road:

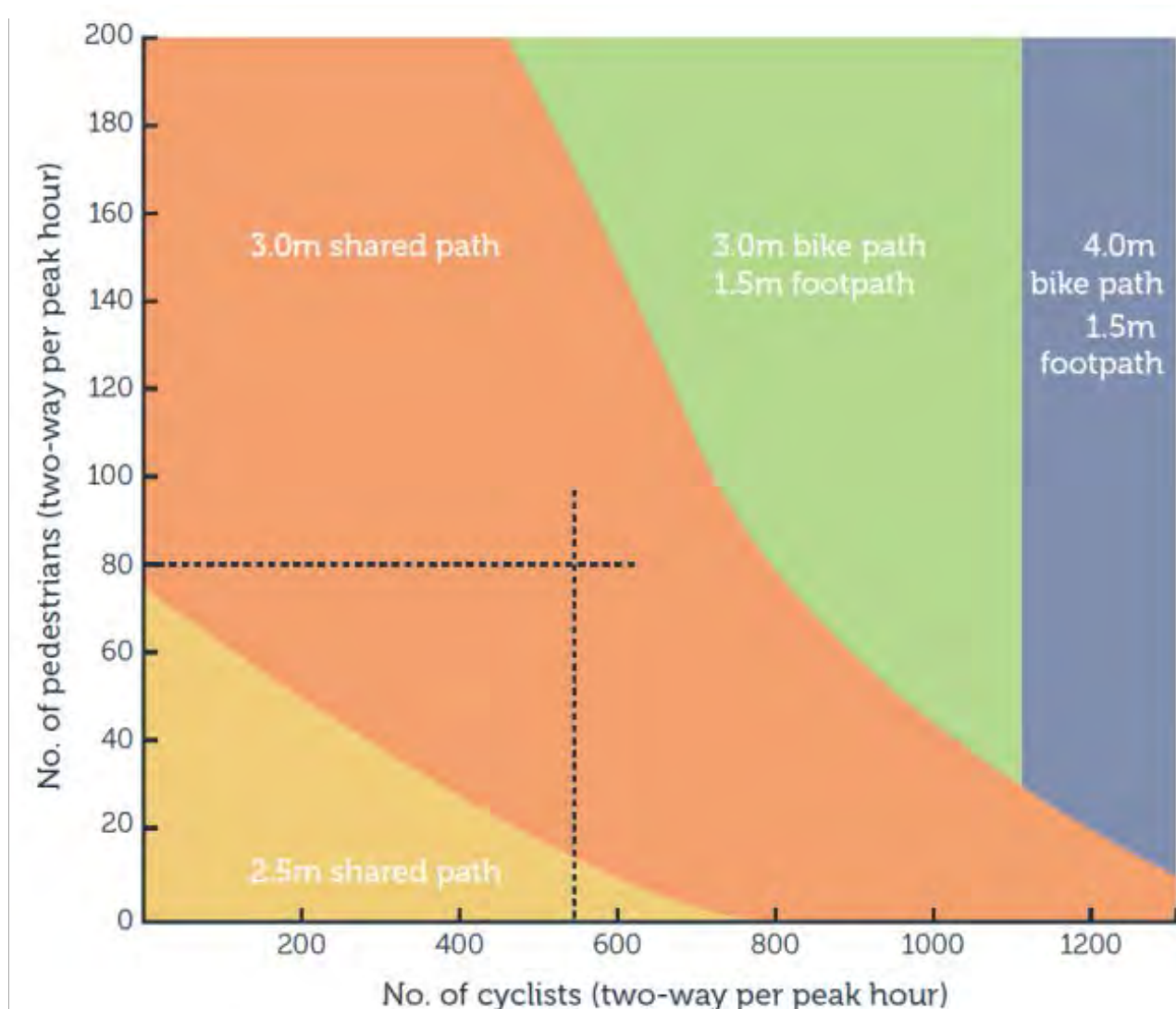


Figure 3 - Path capacity for paths with 90/10 directional split.

The WCC report combines the VicRoads metrics with the assumed future of cycling use actually tripling in the next 2 decades to provide an even wider an alternative solution assessment (Table 19):

Location	AM Peak	PM Peak
North of Kaiwharawhara Road	3m shared path	3m bike path with 1.5m footpath*
South of Kaiwharawhara Road	4m bike path with 1.5m footpath	4m bike path with 1.5m footpath

* Amazingly the report mis-interprets the VicRoads table. As outlined by the dotted line above, 740 cyclists and 80 pedestrians matches “3m shared path”.

Even the wider VicRoads recommendations are not enough with the report actually recommending the following path configurations:

- North of Kaiwharawhara Road: 3m bike path with 2m footpath
- South of Kaiwharawhara Road: 4m bike path with 2m footpath

The WCC is proposing a cycleway/walkway wider than required by any standard, New Zealand or international. There is no justification outlined in the report for the requirement to exceed recognised cycleway standards.

9) The mass removal of all day commuter parking along the Hutt Road is not justified

The mass removal of all day commuter parking along the Hutt Road Road is not justified. The total loss of all day parking is only a result of the WCC design requirement for a 3m - 4m cycleway plus a 2m pedestrian path (5m - 6m total) along the length of the Hutt Road..

As outlined in the previous section, 3m - 3.5m shared cycleway/walkway as required by NZTA design standards would enable the retention of current commuter car parking thereby supporting the local businesses.

Also many commuters park along Hutt road because they wish to cycle or bus into Wellington. This is also a legitimate and sustainable method of reducing car congestion in the city and the elimination of commuter car parking will drive commuters into town parking being effectively prohibited by the cycleway of accessing it or the Hutt Road bus service.

10) Is the new cycleway design even safe ?

Finally, one must question the recommended design of a two-way cycleway along a city route with so many driveways.

The Hutt Cycleway report uses the Danish cycling guide "Collection of Cycling Concepts 2012" to justify "*that a fully separated cycling facility is required*" but the report does not include any advice from the same Danish report on the proposed two-way cycleway design along Hutt Road even though there is a specific section on this type of cycleway:

Two-way path along a road

Two-way paths along roads should only be established after a safety assessment of conditions in the area. ...

Two-way cycle paths along the road should not be placed where there are many side roads or driveway entrances and exits crossing the path, e.g. through cities. Safety issues arise when the two-way path crosses a side road because motorists often don't realize that there may be cyclists coming from the "wrong" side. The solution here is to establish a one-way cycle track on each side of the road instead.

"Collection of Cycling Concepts 2012", Page 85

As noted on the Copenhagenize Blog 2014 article "[Explaining the Bi-directional Cycle Track Folly](#)":

In Denmark, the on-street, bi-directional facility was removed from Best Practice for bicycle infrastructure over two decades ago ...

I asked Theo Zeegers at the Dutch national cycling organisation, Fietsersbond, about this issue and he said,

"Bi-directional cycle tracks have a much higher risk to the cyclists than two, one-directional ones. The difference on crossings is about a factor 2. So, especially in areas with lots of crossings (ie. built up areas), one-directional lanes are preferred.

Even if the hundreds of additional cyclists did try to use the new cycleway, it is difficult to believe a big two-way cycleway along a busy city road is capable of delivering on the promise of a safer cycling corridor given the inevitable traffic conflicts.

Conclusion

The proposed cycleway/footpath along Hutt Road is much wider than required under both New Zealand and Australian Standards for any reasonable prediction of future growth in cycling along this corridor. Cycling is and will remain a minor contributor to reducing traffic congestion ... it is PT that is doing "the heavy lift" in this regard and it is PT that should be given priority for further transport investment.

EVERYONE agrees that the Hutt Road cycleway needs improvements especially for safety. This must obviously start with removing all the light poles and signposts that sprout almost randomly along the path.

But most of the cycleway safety hazards are from the WCC's own infrastructure and the WCC should have moved them months, no years, ago given the dramatic safety claims now being tabled. It appears the WCC has only moved to address these safety issues since the government dropped a huge bundle of cycling money onto the table.

What local businesses and others are concerned with is the claim the cycleway needs to be wider when it is already a reasonable width (being a 3m - 4m wide share cycling/walking path). A 3m - 4m dedicated cycleway plus a 2m pedestrian path is not needed for the 400 cyclists today (the path with the poles removed is already wide enough) but to support the WCC report's wild claim that cycling numbers will grow to over 1,470 during peak ! The cost to do this is the total loss of local all day parking and a lot of mucking around with bus stops & road lanes neither of which is justified.

Given the significant adverse impact on hundreds of commuters (both as drivers and parking), the building of a gold-plated cycleway along Hutt Road for a couple of hundred avid long-distance cyclists is not simply justified. Yes, let us have a better, safer shared cycleway/walkway but a much bigger cycleway is not needed and this submission opposes the Hutt Road cycleway as proposed.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michael Mellor	Seatoun	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

1. retention of the line of trees between the motorway and Hutt Rd is important, as a visual and acoustic screen and for shade;
2. the bus stops need to be designed so that a high-capacity bus can pull fully alongside the kerb at all times, providing near-level access at both doors and facilitating wheelchair/buggy etc use;
3. the opportunity should be taken to improve crossing facilities at the Ngauranga Gorge/Hutt Rd intersection to facilitate access between bus stops and the station. A safer, more convenient interchange here would provide the shortest, fastest and cheapest public transport route between the northern suburbs and the Hutt Valley, transferring between buses on the proposed high-frequency North-South Corridor and Hutt Valley buses and trains. Visibility and accessibility of Ngauranga station should also be improved, and access between the the station, the bus stops and the retail area.
4. the Ngauranga to Airport Corridor Plan proposes bus lanes, not T2 lanes, along Hutt Rd. The capacity of the parallel motorway is being increased by widening it and making it smart, thereby lessening the pressure on Hutt Rd and allowing the N2A proposal bus lane proposal to proceed;
5. start and finish times of the T2/bus lanes should be reviewed: in particular, bus traffic can continue to be heavy after 6pm;
6. all provision for pedestrians should be fully in accordance with the NZTA Pedestrian Planning and Design Guide.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

See answer to Q2 above.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

A more obvious barrier would be preferable, perhaps a rumble strip or wands along the dividing line at/near points of potential conflict

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

See answer to Q2 above

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

--

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?
--

Yes, but please consider...(add comments)

See answer to Q2 above

DO YOU HAVE ANY GENERAL COMMENTS?
--

1. re Q4, I use bus and car and walking, but for some reason I'm not allowed to choose more than one mode; 2. this form should say whether submitters will be able to access a copy of it once submitted. If such a copy is not available automatically, please email me a copy.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Matt Jones	Newlands	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

The council should consider, moving the cycle path to the other side of the Hutt Road. If this is not possible, they need to consider making the cycle path the same level as the road, making bus stops transparent, putting guidelines in place to ensure contractors keep the surface smooth, and redesigning the intersection at Westminster Street.

More details are in my attached submission.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

I think this lane should be open to parking at off-peak times. You may want to trial T2 part of the proposal (only opening the lane to buses and cars with 2 or more people) and open it to all vehicles at peak time if there is too much traffic congestion trying to use one lane of the Hutt Road.

DO YOU HAVE ANY GENERAL COMMENTS?

Please see attached submission

Introduction

This submission is made by me, Matt Jones in my personal capacity.

Overall, I support the proposed cycleway along the Hutt Road. I cycle this route on the current cycleway almost every day. The current configuration is very dangerous and is in desperate need of an overhaul.

While I support the cycleway overall, I have a number of suggestions to either improve the design.

Put the cycle path on the other side of the road

The main reason for the lack of safety on the current route is the number of cars entering and exiting businesses along the route.

To avoid this danger, I strongly suggest shifting the cycleway to the other side of the Hutt Road. It could be separated from the road with some sort of narrow strip, or with bollards. This would offer a very safe cycle path with few dangers for cyclists. It would be considerably safer than the proposed cycle path, where cyclists will still have to contend with cars crossing the cycle path into businesses.

If this suggestion is taken up, my other concerns, detailed below, will not be relevant. However, if the cycle path does remain on the same side of the road, the points below will still be valid.

Make the cycle path the same level as the road

The current plan appears to show the cycleway at the same level the footpath. I think it will greatly improve the safety and smoothness of the route if the cycle path is at the same level as the road, with some sort of separation, such as bollards between the cycle path and the road.

Improving safety

When people in a car exit a driveway, they naturally look at the road, which is where most of their hazards are. People do not pay much attention to the footpath before they get on the road. Currently, the cycleway looks like a part of the footpath, meaning drivers do not naturally pay attention to it as they exit businesses. To change this, the cycleway must look to someone exiting a business like it is part of the road. This will encourage them to look at the cycleway as well as the road.

Improving smoothness

The current cycle path is very bumpy. One of the reasons the for this is due to the depressed curbs at each business's driveway. If the cycle path is on the same level as the road, there will no need for these depressed curbs to be on the cycleway.

Ensure contractors keep the new cycle path smooth

One of the major issues with the current cycle path is that it is extremely bumpy. This is from years of contractors doing work under ground and doing a poor job of replacing the seal. The current cycle path is extremely uncomfortable to use.

This does not happen on roads very often because the weight of cars and trucks requires the whole seal to be replaced much more frequently. As this does not happen with a cycle path, it gets very bumpy over time.

A new cycleway needs to have strict standards on contractors keeping the surface smooth when they do repairs.

Make bus stops transparent

Currently, the bus stops often have advertisements and other patterns covering them. This means that cyclists and people waiting at the bus stop cannot see each other. This can lead to near-misses when people walk out of bus stops to board the buses or for other reasons.

An easy solution to this would be to make the bus stops transparent. This will be safer for both cyclists and pedestrians.

Fix Westminster Street

Crossing Westminster street is currently very unsafe on a bicycle. If travelling south, someone has to slow right down and be focusing in four directions. They need to:

- look left on the footpath for pedestrians walking around the corner (they can't be seen as the bus stop is not transparent)
- look left on the road for any cars exiting Westminster Street
- look ahead any cars turning into Westminster Street from the south
- Look behind for any cars turning into Westminster Street from the north

Clearly, the current design is unsafe. something significant needs to be done to this intersection to improve safety. I suggest right of way be given to the cyclists at this intersection in some way where drivers are aware of this.

The Aotea Quay Route is better than the Thorndon Quay route

It has been stated a decision needs to be made on the last part of the cycle route between either Thorndon Quay or Aotea Quay. I think Thorndon Quay is fundamentally not very safe. I suggest Aotea Quay be the final part of the route.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tony Simmers	Ngaio	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I ride (or run) this route every day – mostly just from Ngaio into town, but once or twice a week up to J&Mville or the Hutt. Basically you seem to be on the right track. A couple of comments, mostly around making the path the easy choice – if people don't want to get on at the beginning and end of the path they are never going to use the middle!

- Westminster Street area is a big pain at the moment. It didn't jump out at me exactly what will happen there – is the black hatched area a traffic island? My ideal would be to raise the roadway at the end of Westminster Street so pedestrians and cyclists don't descend the gutter bridge and cars face a judder bar. Probably better would be to set the raised portion 1 car length back from the main road (small zig zag needed for cyclists) but cars could then take one bite at getting past bikes and one bite at getting on/off main road.
- Probably missed it in your docs, but presuming that you are removing all/most of the light poles that make that life difficult. In particular your maps didn't seem to cover that bit from Aotea Quay on-ramp down to Thordon Quay – goes back to the point about making entry to the path easy.
- Getting people coming out of town to join the path will be a challenge – I know for me crossing traffic to get onto the pathway only to have to use traffic lights cross back again at Ngaio is a real pain.
 - o What chance of getting more space on the left going North to accommodate people who just won't use the path? I'd swap 0.5m of cycle path for 0.5m extra going north in a heartbeat. In fact I suspect that with a little more space going north there would be very few people going north on the pathway so you hardly need to cater for it being two way for bikes at all. Appreciate that might mean \$\$ to move gutters etc, but nearly all those using this corridor are commuting cyclists – they want to get where they are going and crossing traffic is a real pain. Realistically quite a few people are still going to use the road going north – I think not catering for that is ignoring the obvious.
 - o If you can't do that, having a couple of organised zones where cyclists have advance notice of a 20-30m transition area (probably just more green paint) in the centre of the road to aim for as they leave the left side going North aiming for a nice smooth gutter bridge to join the path might help. Perhaps one at the end of Thordon Quay (before Tinakori traffic joins), one near the new Glengarry, and another after that Westminster crunch point (possibly even starting from the lights at Ngaio Gorge cos there are two lanes to cross there – but realise you are really tight for space)
- Turning out of Ngaio Gorge going south would benefit from a couple of painted guide lines to stop cyclists drifting across the line of the cars behind them as they ride across to join they path – they need to go straight across for good bit before you start to turn. Regular cyclists have probably learned this, but newbies can easily get it wrong. Same thing, but even worse, applies outside railway station turning onto the quays.
- Again reducing the number of poles with traffic lights etc in that area would be good as there are currently a lot of things to dodge.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?
Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?
Yes
See above

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?
Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?
Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chris Horne		Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

A footpath, not just a cycle lane and a bus-only lane, where Centennial Highway (bottom of Ngauranga Road) approaches Hutt Road. I recommend that a sign be erected directing people to Ngauranga Station. This provides the fastest public transport link between Johnsonville and the Hutt Valley. At present, many people do not know that Ngauranga Station is just beyond the underpass. I recommend that a sign be erected at Ngauranga Station directing people to the bus stop on Hutt Road. This would help to compensate for the loss of Kaiwharawhara Station.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

I doubt if a white line will be adequate to keep pedestrians safe from cyclists. I recommend that at all places where motor vehicles cross the footpath, warning signs be erected stating "Caution - pedestrians crossing", and each place have a speed hump at

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

I recommend that all bus stops have shelters similar to the design now at bus stop 4294, on Northland Road, Northland, 30 m west of Military Road. This has three sides, and a partial fourth side. I recommend that all sides be of translucent glass. I stro

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

I doubt if all cyclists will stay on their side of any white line. Perhaps a concrete barrier, c. 200 mm high X 150 mm wide, would be more effective at controlling cyclists than a mere painted line..

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Firm enforcement of no-parking by-laws.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Making the T2 lanes all-day, every-day, to encourage car-pooling, and thus help to make the city carbon-neutral.

DO YOU HAVE ANY GENERAL COMMENTS?

I welcome Council's efforts to improve safety and convenience for pedestrians and public-transport users. For too many decades, transport planning has been car-centric. WCC's efforts in developing these proposals are a small, but significant step towards making transport planning people-centric. These proposals will, if implemented, be a small, but important, step towards making Wellington a carbon-neutral capital. Agreements made by the world's nations at the Paris Conference make it imperative that we do all in our power to slash greenhouse gas emissions. Investing in footpaths, cycle lanes, T2 lanes and bus-only lanes, are all examples of people-centred transport planning. Thank you!

Hutt Road Cycle path – Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Keith Mitchell	Khandallah	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

The people who cycle along the Hutt Road are pretty fit and their speeds are almost the same as that of the road vehicles. There seem to be the seeds of disaster at road junctions (particularly if there is no clear priority to cycle or other road traffic)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

If you want to predict how something will work it is usually a good idea to see whether it has been done before. The T2 idea has been used in Paremata but I believe it is honoured in the breach. Perhaps congestion charging may be better even if it requires more infrastructure to support it.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alex Gray / Michael Gross		Wellington District Council of the NZ Automobile Association (NZAA)	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Safety and efficiency concerns as listed in the attached.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle Path Consultation
Wellington City Council
P O Box 2199
Wellington

Email: huttrroad.submission@wcc.govt.nz

11 April 2016

Hutt Road Proposed Cycleway and T2 lanes

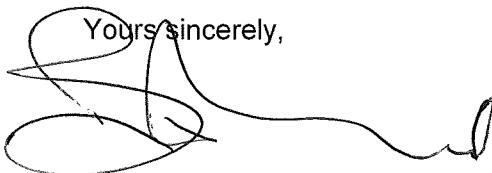
Dear Sir

1. This submission is made by the Wellington District Council of the NZ Automobile Association (NZAA). The NZAA has over 160,000 members in its Wellington District.
2. The Wellington District Council of the Automobile Association has discussed this proposal and overall supports the creation of a separate cycleway on this heavily used route by all forms of transport. However, we have a number of safety and efficiency concerns listed below which we would like to explain further at an oral presentation to Council.
3. We note the clearway hours currently proposed for the curbside southbound lane is from 7am to 9am Monday to Friday. We question whether the clearway period should be extended as the traffic counts for the Hutt Road between 9am and 10am on Wednesday and Thursday are 1100 vehicles in that hour (see enclosed traffic count). We doubt if one lane is adequate to carry this volume of traffic. Has modelling been undertaken that supports this approach? We request that Council considers extending the clearway until 9.30am Monday to Friday. Also we note on a Saturday morning there are 3 hours between 11am and 2pm when the traffic count is nearly 700 vehicles per hour and wonder if one lane is adequate for this volume of traffic.
4. We note the proposed T2 lanes in peak hours for both north-bound and southbound traffic. However, we are not sure if there are going to be real time benefits for those using the T2 lanes for the following reasons:
 - During peak hours an average of 1 bus per minute uses the Hutt Road. Even with bus stops outside the carriageway every time a bus enters or exits a bus stop the traffic in the inside lane will have to slow down or possibly stop.
 - On southbound lanes single vehicle occupants wishing to turn into premises such as Pacemakers and Carters will have to travel in the outer lane until 50 meters from their destination then turn into the inside T2 lane to get to their destination. This may disrupt the traffic flow and cause congestion that does not exist at present.
 - Page 3 of the proposed traffic resolution states in the penultimate paragraph that about 31% of vehicles would be eligible to use the proposed T2 Transit Lane. WCC Transport Development Engineer Brett McPhedran advised us that the average passenger count in vehicles was 1.5. One of our Councilors spent 20 minutes on the Hutt Road in the morning peak and observed the traffic. His observations were that the percentage of cars with two or more people was about 45% not the 31% stated by

WCC. He observed there were very few cars with more than 1 passenger. On this basis if there were 6 cars with an average of 1.5 people this results in two single vehicle cars and two with one passenger (excluding cars with more than 1 passenger). If the number of cars is close to 50% we question what the benefit is of a T2 lane.

5. Therefore as there appears to be some doubt as to the time savings proposed for the T2 lanes we request further research be carried out and a full cost/benefit analysis provided to Council before the T2 lanes are introduced.
6. We note with concern that only a 5 metre sight line is proposed from the edge of a driveway to the first car-park. Many of the entrances can be very busy eg Placemakers, Carters and KiwiRail. We have discussed the sight line distance with cycling representatives and both parties agree that on the Hutt Road a minimum sign line of 10 metres should apply before the first car park.
7. Currently many cars park all day on what is legally the footpath and many of these are either commuters or staff who work in adjacent businesses. With the proposed changes cars will be allowed to park on the inside southbound lane either P120 or no limit at all in many cases. We have no issue with P120 parks for those visiting adjacent businesses but question whether allowing all day and even night parking on the southbound inner lane is the best use of a lane on the second busiest arterial route into Wellington. Our preference would be for all parks to be limited to P120 max 24 hours a day. There is space for commuter/staff parking on the verge north of the Rail overbridge which would not affect the proposed cycle and pedestrian paths.
8. We have met many drivers and residents who are not familiar with the proposed changes. Many people no longer subscribe to a newspaper and the proposal only appeared on internet pages like "Stuff" for 1 day. We request that whatever changes are adopted that a full review is conducted after 12 months in case changes are required to optimize traffic flows of motorists, cyclists and pedestrians.
9. We confirm we wish to make an oral presentation on this proposal to Council in support of our submission.

Yours sincerely,



 Michael Gross
Wellington District Chairman

Site Number : [W2176]
 Site Id: Hutt Rd 250M S of Onslow Rd Site W2176
 Data Direction NS
 Direction Shown South bound
 Time Range 0:00 Tuesday, 20 July 2010 0:00 Tuesday, 27 July
 Duration: Classes 1 2 3 4 5 6 7 8 9 10 11 12

Hour Period	MON	TUE	WED	THU	FRI	SAT	SUN	AVERAGES	
								5-DAY	7-DAY
0000-0100	18	25	27	30	35	62	63	27	37
0100-0200	19	23	46	45	57	48	41	38	40
0200-0300	12	30	22	24	23	38	22	22	24
0300-0400	23	32	28	27	35	28	29	29	29
0400-0500	75	81	84	76	78	47	37	79	68
0500-0600	115	124	146	140	136	67	38	132	109
0600-0700	459	431	420	447	415	133	67	434	339
0700-0800	1362	1373	1401	1297	1346	197	100	1356	1011
0800-0900	1432	1408	1365	1322	1401	317	152	1386	1057
0900-1000	769	708	1109	1087	809	460	389	896	762
1000-1100	569	571	596	596	622	615	442	591	573
1100-1200	557	577	549	643	588	671	495	583	583
1200-1300	544	564	582	630	597	675	535	583	590
1300-1400	539	524	573	575	561	681	537	554	570
1400-1500	496	530	511	488	548	627	512	515	530
1500-1600	526	468	496	600	552	546	485	528	525
1600-1700	495	546	529	602	581	426	381	551	509
1700-1800	525	527	572	552	626	271	345	560	488
1800-1900	278	289	290	318	449	272	205	325	300
1900-2000	190	206	254	211	228	175	139	218	200
2000-2100	152	127	153	161	148	103	118	148	137
2100-2200	96	100	138	129	139	95	96	120	113
2200-2300	61	72	77	97	103	97	53	82	80
2300-2400	34	53	54	114	84	83	36	68	65

Totals

12 Hr 7-19	8092	8085	8573	8710	8680	5758	4578	8428	7497
16 Hr 6-22	8989	8949	9538	9658	9610	6264	4998	9349	8287
18 Hr 6-24	9084	9074	9669	9869	9797	6444	5087	9499	8432
24 Hr 0-24	9346	9389	10022	10211	10161	6734	5317	9826	8740

AM Hour	8	8	7	8	8	11	11	8	8
Peak	1432	1408	1401	1322	1401	671	495	1386	1057

PM Hour	12	12	12	12	17	13	13	12	12
Peak	544	564	582	630	626	681	537	583	590

Figure in **BOLD** denotes Peak AM and PM reading

7-9 AVG	1397	1391	1383	1310	1374	257	126	1371	1034
10-2 AVG	552	559	575	611	592	661	502	578	579
4-6 AVG	510	537	551	577	604	349	363	556	498

Hutt Road Cycle path – Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrew Skinner / Matt Williams	Other	Carters	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Please see the document attached.

13 April 2016

64 - 68 Harris Road, East Tamaki
Ph: 09 272 7200 | Fax: 09 272 7262
Private Bag 94027 | Manukau | 2241

Wellington City Council
Attn: Brett McPhedran

Hutt Road Cycle Path

We refer to the proposed Hutt Road Cycle Path (**Path**), which Carters opposes. Carters has successfully operated as a building supplies merchant from its branch at 176 Hutt Road for over 10 years. The branch operates 6 days per week and has 6 full-time staff. It is important that the Council appreciates that the car parks outside our premises, which Carters pay to occupy, are an essential part of being able to do business on Hutt Road as they provide car parking for Carters staff and customers. Removing these car parks will have a significant impact on the site.

The branch is in a good location to service the building supplies requirements of our largely trade customer base. The branch is made up of a showroom for hardware products and a yard area that customers drive into to pick up bulk building materials. Suppliers also deliver these bulk products into the yard. As discussed with Mr McPhedran on 3 February 2016, the proposed Path will have a significant impact on the branch. The busiest period for the site is between the hours of 7am and 9am, when customers wish to collect their products for the day's work and suppliers make deliveries. During busy morning periods, the branch can have up to 10 vehicles in the yard at one time. At this time, the car parks on Hutt Road provide overflow parking for customers parking for staff, which considerably reduces congestion on site. We understand the proposal accommodates car parking for the child care centre next to Carters and we also need an alternative car parking solution.

We consider the design of the Path and increased traffic flows caused by the proposed Path will raise serious safety concerns and these have not been addressed in the proposal for the Path. Our two main concerns are:

- (a) the current car parks provide a buffer between any vehicles exiting the site and the current footpath and cycle lane. The vehicles that predominantly visit the site are larger utes and small trucks and larger supplier trucks for deliveries. These larger vehicles need a buffer to check for pedestrians and cyclists before exiting the high gates at the site to join the traffic; and
- (b) the larger supplier delivery trucks that are heading South on Hutt Road will need to turn right and cross over two lanes, a cycle path and footpath before entering the site.

The proposed Path does not address either of these serious safety risks. We met with Mr McPhedran on site on 3 February 2016. We discussed the serious concerns we had with the proposal but our concerns were dismissed and Mr McPhedran advised construction was likely to commence in the fourth quarter of this year.

We have also commissioned a review by Tim Kelly Transportation Planning Limited, which we attach. We consider the concerns raised and other options noted in this review need to be fully considered before the Council proceeds with the proposed Path.

Yours sincerely



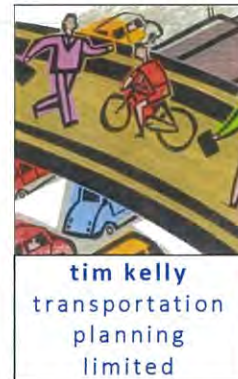
Andrew Skinner

Legal Counsel

12 April 2016

Carters Ltd
Private Bag 94-027
MANAKAU 2241

For the attention of: Andrew Skinner



Andrew

CARTERS, 176 HUTT ROAD WELLINGTON
Proposed Cycleway: Review of Parking Requirements

Background

The Wellington Central branch of Carters is located at 176, Hutt Road in Kaiwharawhara.

Wellington City Council (WCC) is proposing to upgrade the Hutt Road cyclepath and footpath, which requires the removal of existing off-street parking in the vicinity of Carters. Without the provision of replacement parking, the operation of Carters will be adversely affected.

At the request of Carters, an assessment has been undertaken of options for the provision of replacement parking. This has involved liaison with the branch manager, WCC and a detailed review of the constraints in this area.

This document summarises this assessment.

Existing Situation

The location of the Carters Kaiwharawhara branch is shown by **Figure 1**.

The distance between the property boundary and the Hutt Road kerbline is approximately 6.5m, which includes car-parking immediately adjacent to the boundary and a shared cycle/footpath. Kerbside parking on the Hutt Road is prohibited in this area.

The six or seven parking spaces adjacent to the property boundary are formalised for use by Carters by means of an encroachment licence. These spaces are used by staff, typically between 6:30am and 5:15pm on weekdays and 7:30am – 12:45pm on Saturdays (the store is open between 7am and 5pm on weekdays, 8am – 12:30pm on Saturdays and closed on Sundays).

The Hutt Road in the vicinity of the Carters site provides two traffic lanes in each direction and a flush median which provides for right turn movements into activities such as Carters.

tim kelly transportation planning limited
mail: po box 58, mapua, nelson 7048
phone: 027-284-0332 e-mail: tim.kelly@paradise.net.nz
web: www.tktpl.co.nz



Figure 1: Location Plan (Source: WCC GIS)

The road typically carries 19,750 vehicles/day (with peak directional flows of 1,500 vehicles/hour)¹ and is classified as an 'Arterial Road' in the hierarchy defined by the District Plan. The site has a separate entry and exit which results in an internal clockwise movement of customer and delivery vehicles.

The Carters site is adjoined to the north by Placemakers (188 Hutt Road) and the south by Storage One (a self-storage facility) with i-Kids (an early childcare facility) on an upper floor (both at 172 Hutt Road). Another early childcare facility, Early Years, is located beyond this (at 162 Hutt Road). All of these properties border the rail corridor to the rear, owned and operated by Kiwirail.

Cycleway Proposal

The existing Hutt Road cycle facility connects the northern suburbs and Hutt Valley with the Wellington central area. The Hutt Road Cycleway project seeks to create a dedicated cycle facility over a distance of 3kms between Jarden Mile and Aotea Quay, with a 3-4m wide cycle path, 2m wide pedestrian path, 1m wide car-door opening zone and peak hour T2 lanes on Hutt Road (operating southbound in the AM peak and northbound in the PM peak).

The proposals have been formalised with a Proposed Traffic Resolution which details the more specific changes necessary within the road corridor. In the vicinity of the Carters site, the most relevant changes are:

- removal of parking adjacent to the site boundary;
- provision of a 2m wide pedestrian path along the site boundary, a 4m wide cycle path and 1m 'door-opening' zone;
- to the south, provision of nine kerbside parking spaces adjacent to the childcare facilities – these are clear of the traffic lanes and available all-day but restricted to P10 use 7am – 9am and 4pm – 6pm on weekdays;
- to the north (adjacent to the Placemakers building), provision of 14 kerbside parking spaces within the left-hand T2 traffic lane which would not be available for use on weekdays 7am-9am but at other times would not be time restricted; and
- lines prohibiting stopping at all times adjacent to the Carters site.

The proposals have been the subject of consultation with affected properties. A formal period for submission on the proposals closes on 13 April 2016, after which any objections will be reviewed and addressed.

Effect of Cycleway Proposal

Parking

The immediate effect of the cycleway proposal will be a loss of parking for Carters staff. With staff typically arriving for work around 6:30am, the spaces in the T2 traffic lane to the north will not be available until 9am. Similarly, the P10 restricted spaces to the south will be not available until 9am (and then would only be available until 4pm). In both cases, all of the spaces will be available for general use and there is no guarantee that any would be vacant for use by Carters staff.

To the north, the closest available public kerbside parking is on Rangiora Avenue, approximately 300m from Carters. The use of this parking by Carters staff would be inconvenient, both for them and for Rangiora Avenue residents and visitors who would

¹ Figures supplied by WCC and relate to June 2012.

compete for this parking.

To the south, some off-street public parking is available on Westminster Street, 460m from Carters. Not only is this beyond a reasonable walking distance, but this parking will all be subject to time restrictions under the cycleway proposal.

Carters has investigated the possibility of privately leasing spaces for use by its employees, but the closest available parking identified is 2.5kms from the site.

This means that no practical replacement parking resource is available for Carters staff to use, with a resulting potential significant adverse effect upon the operation of the Carters business.

Safety

The exit from the Carters site is approximately 4.7m wide. Staff vehicles are not usually parked right up to the opening, providing a limited visibility splay for drivers of approaching pedestrian or cycle movements. The removal of parking and the relocation of the pedestrian route immediately adjacent to the property line will mean that exiting drivers will have a more restricted view of approaching pedestrians, especially from the south (left) where views are blocked by a building.

The removal of obstructions (parking, lighting columns, etc) and the provision of a fully segregated path is likely to increase the speed of at least some approaching cyclists. Together with an assumed increased frequency of cycle movements, the potential for a conflict between vehicle movements entering / leaving the Carters site and a cyclist, even with warning signage, is considered to be high.

This will be especially applicable to exiting truck movements making a right turn towards the north – these are currently required to negotiate the footpath/cycleway and four lanes of traffic in order to complete their manoeuvre and an increased intensity / speed of approaching cyclists will increase the difficulty of this movement with a consequent detrimental impact upon safety.

Options for Provision of Alternative Parking

Consideration has been given to alternative means of providing parking for Carters staff. All of the options are summarised below even though each has associated problems and/or significant costs of implementation.

- a) Provide spaces within Carters site. The space between the entry and exit is 13m, allowing five spaces 2.5m wide to be configured at right angles to the property boundary.

Comment: would result in the loss of a vital material storage and truck unloading area, and would limit the space available for general vehicle manoeuvring to the extent that the operation of the site would be severely impacted.

- b) Leasing off-site

Comment: as noted above, Carters has sought off-site parking to lease but with the closest available being 2.5kms away, this does not offer a practical solution.

- c) Amend parking to south to provide 4 * P10 spaces for childcare drop-off, with remaining 5 spaces available for general use.

Comment: the provision of 9 dedicated spaces for childcare drop-off / collection purposes seems high, even for two childcare facilities. However, even if some spaces were to be converted to general use with all-day availability, competition for these spaces means that there would be no guarantee of their availability for Carters staff.

- d) Create kerbside parking on northbound nearside traffic lane on Hutt Road.

Comment: if sufficient off-peak capacity is provided southbound with general parking available in the nearside traffic lane, then it is likely that a similar arrangement could operate northbound in the PM peak. Even if this were feasible, Carters staff would be required to park their vehicles in the northbound lane in the morning and then at some point move them to the southbound parking before the evening peak period. Also, such parking would not be reserved for Carters staff and hence there would be no guarantee of availability. Furthermore, this arrangement would result in parking where no footpath exists and additional pedestrian activity across the Hutt Road.

- e) Provide permanent kerbside parking on the north side of the Hutt Road.

Comment: this would require widening of the legal road into the embankment (adjoining land appears to be in WCC ownership), necessitating costly excavation and retaining structures. Any such spaces would be available for general use with no guarantee of their availability for use by Carters staff (unless a contractual agreement was reached between Carters and WCC).

- f) Provide parking on Kiwirail land to rear of Carters site

*Comment: it is understood that Kiwirail may be receptive to the leasing of land where it is practical and safe to do so. In this respect, there is a requirement that a minimum clearance of 7m be provided between the centreline of any live rail lines. Given this, some land available to the rear of the adjoining Placemakers building could potentially be used for this purpose (refer **Figure 2**). An initial approach has been made to Kiwirail, which is understood to be assessing issues of security / access (which may preclude its use for this purpose).*



Figure 2: Possible Kiwirail Land Parking (Source: WCC GIS)

- g) Remove flush median and right turn bay on Hutt Road and relocate space for kerbside parking

Comment: the removal of the flush median and turning bays would need to be accompanied by measures to physically prohibit right-turn entry/exit movements to

ensure safety in this area. With no convenient facilities (such as roundabouts) for vehicles to make U-turn manoeuvres, such measures would result in a significant loss of accessibility for Carters and other businesses reliant upon the ability to turn right in or out of the site.

h) Provide parking at Kaiwharawhara Park

Comment: Kaiwharawhara Park is located on the north side of the Hutt Road, accessed by means of a narrow driveway. The park appears to be little used other than for dog-walking by local residents. The walking distance from the edge of the park to Carters is 380m (following the driveway) but if more direct steps were provided this could be reduced to slightly over 100m. This possibility has been raised with WCC and the Parks Department is to advise on the status of the park.

i) Parking Building

Comment: WCC has advised that a possibility exists of constructing a small parking building on land owned by Kiwirail between 160 & 162 Hutt Road. This has not been subject to any feasibility assessment or costing at this stage – it is possible that the costs associated with the provision of parking in this way would be prohibitive.

j) Alternative Cycleway Alignment

Comment: It is understood that WCC has investigated alternative alignment options for the cycleway involving the use of Kiwirail land or the north side of the Hutt Road and some reasons for not pursuing these options are given in the Proposed Traffic Resolution document. Nonetheless, given the potential safety concerns arising from conflicts between vehicular access and cycle movements, it is recommended that such options are revisited. For example, use of the rail access track between the Caltex service station (214 Hutt Road) and Westminster Street would potentially remove all potential conflicts associated with the intervening activities. Alternatively, the creation of cycle crossings at the Kaiwharawhara Road and Onslow Road intersections would allow the intervening section of the Hutt Road to be used on the north side, with only the Rangiora Avenue intersection to be crossed.

Conclusions & Recommendations

Conclusions

The Hutt Road cycleway project, as currently proposed, will result in the loss of staff parking associated with the Carters site. Without the replacement of this parking, the adverse effects upon the operation of the Carters business will be significant.

In developing the cycleway proposals, WCC has sought to provide alternative parking for some of the activities along the Hutt Road, such as the childcare centres.

Before the cycleway project is implemented, alternative parking should be provided which is available on weekdays 6:30am – 5:30pm and able to be reserved for use by Carters staff (or at least have a reasonable certainty of availability). A reliance upon Carters staff moving their vehicles between locations during the course of a day would be time-consuming and inefficient.

Of a number of options considered for the provision of alternative parking, only two appear to offer potential in terms of location within a convenient distance and an ability to be reserved for staff use – the use of Kaiwharawhara Park or the use of Kiwirail land to the rear of the site.

Recommendations

It is recommended that:

- this part of the cycleway proposal should not proceed until a satisfactory solution is identified to the provision of alternative parking for Carters staff;
- liaison should take place with WCC regarding the availability of a part of Kaiwharawhara Park for vehicle parking;
- further liaison should take place with Kiwirail regarding the availability of land to the rear of Carters / Placemakers for vehicle parking;
- WCC should more thoroughly consider an alternative alignment for the cycleway which would remove the potential for conflict between manoeuvring vehicles and cycle movements on this part of the Hutt Road; and
- if WCC is to pursue the development of a parking building, a clear indication of timeframe for availability and charging arrangements would be required before any commitment could be made to its use.

Yours sincerely,



Tim Kelly

Tim Kelly Transportation Planning Limited

(Phone : 027-284-0332, E-mail : Tim.Kelly@paradise.net.nz)

Hutt Road Cycle path – Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jonathan Kennett	Ngaio	The Kennett Brothers Ltd	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

The proposed Hutt Road Cycle path will transform my daily commute into the city, making it both safer and more enjoyable. The existing path is simply not fit for purpose. It puts a growing number of users at risk, every day. I urge the Wellington City Council to solve this dangerous situation by building the proposed path as soon as possible.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Benjamin Burkhart	Newlands	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

The standard for cycleways has been set by Enrique Peñalosa, mayor of Bogota, when he said "A bicycle way that is not safe for an 8-year old is not a bicycle way." As such there's a long way to go, though I appreciate that the council is doing what's doable at the moment.
(Yes, I know about the controversy about his PhD, but his quotes are good.)
Concrete comments.

1) Northern start
On the plans, the northern start of the cycleway is *on* the traffic island in the middle of the Ngauranga intersection.
Now nobody starts their ride there. That's simply because nobody lives on the traffic island.
So, everyone has to get there in some way.
This simple fact has been overlooked.
It seems that the planners imply that people will ride through traffic, or otherwise ride on the footpath, as we do now.
There is no comment on this issue anywhere, not even an "it's NZTA's road" or "we don't care" or "we've only been paid to look at this part", just nothing.
The lines of sight are also very bad around there.
A safe solution really has to be found for people on bicycles riding down the gorge and onto Hutt Road.

2) Parking enforcement
It is inevitable that drivers will ignore the road code and park on the human path.
Nothing has been written about this issue.
In the past I have never seen a single parking warden north of Thorndon Quay. Even the current clearway on Thorndon Quay only saw a little enforcement after a number of loud complaints from myself. In my view the council is dragging its feet on this issue.

Here again a quote from Enrique Peñalosa applies: "One symbol of lack of democracy is to have cars parked on the sidewalk."

As such the council has to see that parking wardens are employed to keep the new path safe and free of cars. They tend to pay for themselves, so this should not be an issue; but it has to be planned for, and done. Also I'd like to see continuous yellow lines on the edge of the human path, away from the road.

3) Delivery drivers

It happens very often that delivery drivers "park" their vans across human paths and any other accessible space, in the process blocking it and making it unsafe.

This is another issue that the plans don't address at all.

4) Childcare centres

I-kids seems to have no parking left at all. As much as I'd prefer parents to cycle with their kids, some will keep driving, and nobody wants to have any conflict around this.

A small note "RESCIND ENCROACHMENT LICENSES" on a plan will not keep parents from parking their cars where no cars are meant to be.

It will take some collaboration with the childcare centres, some serious education of driving parents, as well as real enforcement, to keep the human path free here.

5) Sign posts

Somewhere in a textual description it is mentioned that all lamp and sign posts will be moved to the back of the human path. However this image on the WCC page shows parking signs right next to where bicycle handlebars move.

<http://wellington.govt.nz/~media/your-council/projects/images/cycleways/ngauranga-to-city-centre/cycleway-with-clearway-content.jpg>

Also, that black parked Mazda 3 has shrunk heaps from its real size.

All up, I support the remake of Hutt Road of course.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nick Edwards	Other	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

The main issues I find currently are:

- the poles
- the undulation of the lane where driveways have been built to allow access for cars across it
- the danger posed by vehicles turning across the lane exiting and entering businesses
- pinch points especially around La Cloche
- The crossing next to the bus stop at Kaiwharawhara
- the access outside
- access onto the path travelling north
- exiting the path travelling north
- access onto / from the path to roads on the NW side of the road eg at Kaiwharawhara and Khandallah
- the quality of the surface
- the lack of lighting making dark clad pedestrians difficult to spot.

Some of these issues are dealt with. Some are not. In particular the entry / exit and driveways issues are not addressed, and will lead to deaths if not resolved.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Access across the lane. Access to bus stops. Access to cross the road. Waiting while crossing the road.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Radical idea I know, but how about buying a building down at the bottom of Kaiwharawhara and another one at Ngauranga and building multistorey car parks? Drivers of cars that park there are given a daily bus pass that allows them to get into and out of the city. Get NZTA to properly upgrade the junctions to smooth access in all directions and you'll probably take another 800 cars out of the rush hour.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I really don't understand why the median strip is not being reclaimed to provide the extra space. The bike lane could either go in here with flyovers at the junctions, or a separate bike lane made in both directions on the main carriageway. With bikes on carriageway drivers are more aware of them. The existing plans will make bike travel quicker, and hence more dangerous where there is access from yards. Failing this, business owners should be forced to improve signage, visibility and access to show that cyclists have right of way, and that the stop lines are actually not on the edge of the road carriageway, but at the exit of the property onto the pedestrian area.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michael McKeon, KiwiRail		KiwiRail	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

DO YOU HAVE ANY GENERAL COMMENTS?

13 April 2016

Brett McPhedran
Hutt Road Cycle Path Consultation (KCIF02)
Freepost
Wellington City Council
PO Box 2199
Wellington

Email: huttrroad.submission@wcc.govt.nz

Dear Brett

Proposed Hutt Road Cycleway – Consultation

Thank you for the opportunity to comment on Wellington City Council's proposal to upgrade the existing shared path on the eastern side of Hutt Road into a two-way cycle path.

KiwiRail has an interest in this matter as a number of rail network maintenance and operations staff and contractors operate from the Kaiwharawhara Depot, which is accessed from Hutt Road. In the event of an incident on the rail network or an urgent call-out, it is critical our staff and contractors can enter and exit the depot on Hutt Road quickly and safely.

KiwiRail has serious safety and vehicle access concerns, the details of which are outlined below, and cannot support the proposal in its current form.

KiwiRail would appreciate the opportunity to further engage with WCC representatives and other key stakeholders to discuss these concerns and to investigate alternative options.

Safety of cyclists, pedestrians and vehicle users

At present, the high speeds of cyclists on the Hutt Road shared path, particularly at peak periods, presents a number of safety risks to pedestrians, people entering or leaving business premises, and people maneuvering or unloading goods on Hutt Road.

KiwiRail is concerned that the proposed cycle way will enable and encourage higher speeds by cyclists, thus increasing the risks outlined above. Whilst KiwiRail advocates safe driving practices at all time, we consider that the increased speed of cyclists would make exiting and entering the Kaiwharawhara depot in a vehicle more difficult and dangerous than present.

Traffic congestion

KiwiRail considers that the proposal to remove two lanes from the Hutt Road will lead to significant traffic congestion, particularly at peak times, which will further compromise the ability of KiwiRail staff, contractors and visitors to access the Kaiwharawhara depot. Access to and from the site is already challenging in peak times and there is a significant risk that the proposal will further impede access, thus compromising the ability of KiwiRail staff and contractors to access the rail network in a safe and timely manner. It is also not clear

whether the impact of this additional congestion on access to and from the Interislander ferry terminal has been adequately considered.

Alternative proposals

In the short term, KiwiRail considers that the relocation of street furniture to the unoccupied/western side Hutt Road, together with the introduction of measures to reduce cyclist speed around vehicle entrances and to segregate pedestrians and cyclists would deliver most of the benefits of the proposed scheme for significantly less cost, whilst avoiding the safety risks and congestion impacts noted above.

In the longer term, KiwiRail would encourage the Council to consider an option that delivers benefits to all transport users, property owners and businesses in the Hutt Road corridor. KiwiRail would encourage the Council to continue discussions with key stakeholders, including KiwiRail, to ensure a safe and viable solution can be developed that delivers value for money to the region.

Please note that KiwiRail would like to make an oral presentation to the Council committee in support of this submission.

Yours sincerely,



Michael McKeon | Network Services Manager Wellington Metro

Ph: +64-4-498 3000 (internal extn 44534) | Cell: +64-21-244 7777 | Fax: +64-4-498 2047

154 Hutt Road, Kaiwharawhara, Wellington, 6035 | PO Box 30-995, 5040, Lower Hutt, New Zealand



Backbone of integrated transport networks

Please consider the environment before printing

Hutt Road Cycle path – Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Cr Paul Bruce	Brooklyn	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Adding the occasional rubber separator. You may be underestimating suppressed demand, and should allow for increased width of the cycle way by narrowing the traffic lanes, and removing move car parks. Shop customers should get used to using public transport

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Anticipate that the cycle lanes should be widened, and road lanes narrowed as we attract higher active modal share with the improvements.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Shops and service centres should encourage customers to use public transport or active modes with incentives/discounts, or provide off-street parking

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

But consider that if it becomes too popular and impinge on reliability of bus services, that may have to be raised to T3.

DO YOU HAVE ANY GENERAL COMMENTS?

The present facilities are appalling both for cyclists and pedestrians. The improvements planned will make a huge difference in safety and amenability, and should result in significant increase in mode share, taking more cars off the road, with benefits to everyone.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Boyden Evans	Kaiwharawhara	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Delete the proposed T2 lane(s) and instead introduce a clearway. The number of buses using the road during mornings and evenings is not high and introducing a T2 lane seems unnecessary and a T2 lane will be difficult to monitor and police. There is no explanation in the proposal describing how the T2 lanes will be managed and if the Mana Esplanade is an example of how it would be monitored then it would be a costly exercise with no real benefits. A large number of trucks use the Hutt Road to access or egress the Cook Strait ferries and a T2 lane would undoubtedly cause difficulties with large southbound trucks having to change lanes to enable access to the ferry terminal. A southbound T2 lane would also cause problems for vehicles wishing to access or egress businesses on Hutt Road.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Given the predicted increase in cyclists the white line separation may only be a short term solution. Numbers of cyclists could increase to levels where a painted white line is inadequate separation and leave pedestrians vulnerable because of cyclists occ

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

Given the issues that have occurred with the bus/cycle bypass design solutions in both Victoria Street and Island Bay the solution proposed here is also cause for concern. There is inadequate information and detail of how these will work and I am concern

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Removal of the light poles and other structures as proposed is an excellent solution and will remove hazards for cyclists and also improve the situation for pedestrians. However, the potential of cyclist/pedestrian conflicts could arise as noted above and so additional measures may be required. In addition, given the predicted increase in cyclists could result in conflicts between cyclists vehicles entering and leaving businesses along Hutt Road; give the nature of many of these businesses many of the vehicles crossing are slow moving trucks.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?
--

No

DO YOU HAVE ANY GENERAL COMMENTS?
--

It is good to see WCC moving ahead with plans to improve movement through the city for all modes of transport. It is also very encouraging to see the Council putting considerable resources into cycling in particular and also to improving pedestrian movement and safety. The Hutt Road improvements will be another piece of the jigsaw in realising the Great Harbour Way concept. While most of the plan for the Hutt Road improvements are supported, the T2 lanes are not and should be deleted from the proposals. T2 lanes are unnecessary and will be costly to monitor. The width of the proposed parking spaces (which could occupy the clearway during off peak times) appear similar to those in Victoria Street. However, Hutt Road with a 60km speed limit (which is very poorly policed, many vehicles travel at far greater speeds) is a totally different speed environment to Victoria Street and drivers and passengers getting in and out of parked vehicles could be at risk. This aspect of the design needs to be reconsidered. As a resident of Rangiora Avenue I have observed a significant increase over the past 18 months in drivers who work in businesses on the Hutt Road parking in this very narrow street, which does not have any footpaths. The proposal looks as if parking for both workers in these businesses and also customers will be a significant issue and there has been inadequate consideration given in the proposal to solving this situation. Not only will parking pressure increase in Rangiora Avenue but the potential increase in the number of pedestrians using the Amritsar Street steps will face greater risks having to walk along the carriageway.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chris Heyhoe	Khandallah	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

I am a Builder who often has a trailer behind me pedestrians can stop quickly but bicycles cant and may themselves be travelling at 25kmph

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I think the proposal to have bike traffic going both ways is the biggest issue bikes can be going 25kmph or more and take more time to stop than pedestrians. I suggest going east to west a 2m footpath for pedestrians only, then car parking on the street ,then a bike lane for south bound bikes only like Thorndon quay so bike traffic is part of normal traffic, then T2 lane then median then north bound Std lane the T2 North then a bike lane for north bound Bikes. For me as a builder with a trailer on the back If I am in the median strip facing north and turning right into Placemakers it is not normal for me to have to look backwards through the parked cars to see if a bike is coming along the footpath travelling north. In any other road situation I am naturally looking at the south bound oncoming traffic waiting for a break to turn

into Placemakers. What you are proposing is not good traffic practice. I am also a keen cyclist but I always ride on the road not the footpath.

Hutt Road Cycle path – Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Patrick Morgan	Te Aro	Cycling Action Network	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

consider use of colour or texture to differentiate space for walking and cycling

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

consider T3 rather than T2 to maximise the benefits for bus passengers

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

suggest T3 to maximise benefits to bus passengers

DO YOU HAVE ANY GENERAL COMMENTS?

Bring it on. This section has had a high crash rate and needs fixing. Please ensure heaps of public education as this project proceeds.

Hutt Road Cycle path – Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Brian Wolfman	Tawa	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

-Please paint priority markings across the driveways, so it's clear turning cars give way to cyclists and peds. This is the largest hazard of the current path at the moment.

-Please move the parking time restriction elements of this project to another pr

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Planters or other decorative barrier where space permits might be a nice addition.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

Making the T2 lanes into T3 in the future if general traffic in T2 lanes becomes an issue.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Priority markings across side streets/driveways in the form of a raised table or other visual queue for turning drivers. This is the largest hazard on Hutt Rd path at the moment.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Moving the parking time restrictions to a separate project, so it doesn't create more opposition to this one.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Extending the peak time period if delays to buses result outside of the peak. Also consider a T3 lane in the future.

DO YOU HAVE ANY GENERAL COMMENTS?

Turning traffic into and out of side streets/driveways is the single largest hazard I face when cycling on Hutt Rd. Please address this in the final design with clear priority markings or raised tables. Also consider removing time restrictions for parking to a separate project, since it is not related to the walkway/cycle way itself.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David Tripp		Hutt Cycle Network	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

DO YOU HAVE ANY GENERAL COMMENTS?

hutt cycle network

Submission on the Hutt Rd Cycle Path and Associated Plans

April 2016

By David Tripp, on behalf of the Hutt Cycle Network.
We would welcome the opportunity to comment orally on our submission.

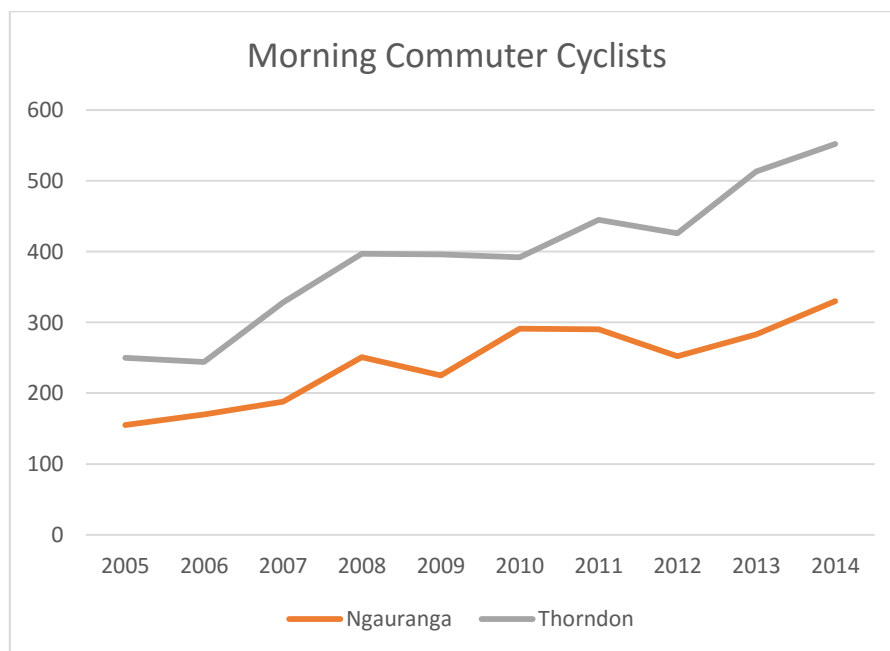
About The Hutt Cycle Network

The Hutt Cycle Network is a collective of over 100 people wanting to improve cycle infrastructure in and to the Hutt Valley. We consider the option to be able to safely cycle around our city and our region is important for our health, our environment and our economy.

The Chase for Change

We are submitting on the Hutt Road Cycle Path Consultation because many Hutt residents work in – and cycle to – Wellington on a daily basis. The following graph shows the average number of people cycling to Wellington between 7 and 9 am (source: WCC Transport Monitoring Surveys).

These numbers have doubled over the last 10 years, and now see well over 300 cyclists a day commuting from Hutt to Wellington. They are joined by a further 200 cyclists from Khandallah and Ngaio. The Hutt Road – Thorndon Quay route is most heavily used cycle route into the Wellington CBD.



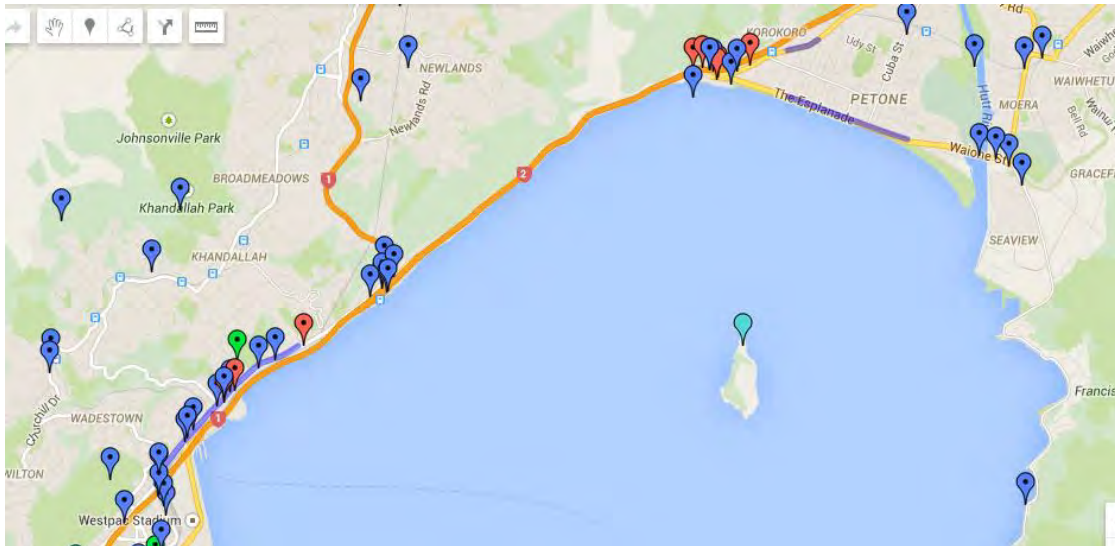
Despite this increased use, cyclists face significant hazards along this route, including:

- Poor surface
- Narrow sections
- Vehicles crossing into businesses
- Regular pinch points or obstructions (eg power poles in the middle of the footpath)
- Parked cars and vehicles unloading
- Close proximity of cyclists at speed with high pedestrian use



If cyclists use the road as an alternative they are faced with a poor road surface, no shoulder to bike on and proximity to fast, heavy traffic.

The danger and frustration of this cycle route is illustrated on the following “black spot” map maintained by Cycle Aware Wellington. Of note, the “motorway” from Ngauranga to Petone is preferred to the “cycleway” from Thorndon to Ngauranga.



Improved cycle infrastructure on this route has been the source of numerous plans and consultations over several decades, with no material changes. NZTA is evaluating options (again!) for a cycle path from Petone to Ngauranga. This is also necessary, but WCC progress on Thorndon to Ngauranga does not need to, and should not, wait for this.

The Potential for Growth in Cycling Numbers

Approximate numbers currently on the Petone to Ngauranga corridor are:

- 33,350 motor vehicles per day each way¹
- 9,000 people on trains per day each way²
- 400 cyclists per day (extrapolated from peak hour surveys)

These numbers exclude bus patrons. Assuming 1.2 people per car, and 85% of motorists continue into Wellington (rather than up Ngauranga Gorge), this gives 43,400 people travelling each way from the Hutt to Wellington per day. Cyclists therefore make up 0.9% mode share.

Christchurch has 7% cycling mode share. If this was achieved on the Wellington to Petone corridor, that would see 3,000 cyclists per day, each direction, on this route. Even a cycle mode share of 5% would see 2,170 cyclists per day – an increase of over 1,770 per day. (Note, NZTA has modelled the benefits of the Petone to Ngauranga seaward side trail on the basis of an increase of 100 cyclists each way per day).

Assuming this cycle growth to a mode share of 5% came pro-rata from motorists and rail commuters, this would see *1,160 less cars needing to be parked in Wellington each day.*³

Therefore, there is huge potential for an increase in cycle mode share, given the current trivial cycle mode share. This would make a significant reduction in the number of cars travelling into and parking in Wellington each day.

¹ 66,700 vehicles per day in 2007 in both directions, Page 14, SH2 Hutt Corridor Strategic Study, Transit NZ, 2010

² Ministry of Transport, The transport impacts of the 20 June 2013 storm, November 2013

³ 34,000 people travelling by car and 9,000 by train implies 79% travelling by car. 1,770 extra cyclists would therefore be 1,400 less people (1,770 * 0.79), which at an assumed 1.2 people per car is 1,170 fewer cars.

WCC Hutt Rd Proposals

We strongly endorse the Wellington City Council's plan. While there are many further improvements that would make the plans even more advantageous for cyclists, we consider the proposal a well-researched option synthesising many past studies, and one which carefully balances the potential benefits to cycling against the impacts on other interested parties.

Comment on the Consultation Process

This proposal flows from a number of former reviews investigating options for this route, and is consistent with the timing and broader context of other links along the Wellington to Melling corridor.

We complement Council on its consultation approach which has balanced full disclosure and careful engagement with the need to "get on with it" given repetitive investigations over many years.

We were impressed (if a little frustrated!) by council's insistence on discussing proposals with locally affected parties, prior to wider consultation with cycling interests.

Outstanding Issues

1. ***Vehicle Crossings.*** Vehicles crossing the current path constitute a constant danger to cyclists. Most cyclists report having had an actual collision or near miss on this route. It is a tragedy that cyclists continue to face these real risks on a daily basis. This is a real disincentive to other potential cyclists.

This route – despite the material improvements proposed – will stand or fall on the ability to further reduce the risk of vehicle crossings.

As detailed design progresses, we urge council to do more to further mitigate this risk, especially:

- Education aimed at regular drivers of vehicles crossing the path (eg non-public vehicles being driven by staff, etc)
- Signage, including electronic signage, at vehicle crossings of public vehicles (eg in retail businesses)
- Roading design and signage to encourage drivers to slow down, and to look south bound (vehicle traffic on the road comes from the north – drivers coming out of driveways often fail to check to the south).

2. Interagency Coordination over the Whole Wellington to Melling ("Welly to Melly") Corridor

The section of cycle path is one link on a critical cycle corridor that runs from Wellington to Melling. This path crosses a number of inter-agency boundaries. Current governance, design, timing, implementation and promotion is fragmented amongst these agencies.

This corridor is much more than the sum of its parts. A weak link anywhere will compromise the attractiveness and effectiveness of the whole route.

We urge the development of an interagency memorandum of understanding stating the objectives, design standards, and intentions for ongoing development and promotion of this route.

This cycle corridor has the potential to be a world-leading, iconic and scenic cycle corridor that sees a dramatic increase in cycle numbers and consequent decrease in traffic congestion and parking.

Without better coordination any agencies actions also have the potential to be the equivalent of building a bridge with a missing span.

Conclusion

This is the most commonly used cycle route into Wellington. For cyclists from the Hutt Valley there are no alternatives. It is a dangerous and frustrating route. Significant improvements would cost a fraction of the amount being spent on adjacent motorway improvements, would relieve motorist congestion, and would significantly improve the health of cycling commuters. Please get on with it.

Recommendation

The Hutt Cycle Network urges the Wellington City Council to:

1. Implement the proposed plans for the Hutt Rd Cycle Path
2. As detailed design work progresses, investigate and implement measures to further reduce conflict at vehicle crossings
3. Quickly move to improve overall governance, implementation and promotion of the Wellington to Melling Cycle Corridor (“Welly to Melly”), in conjunction with GWRC, NZTA and HCC.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Julian	Mount Victoria	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Cars waiting to turn onto Hutt Road from Westminster St will have conflict with cyclists on the cycleway, so it is good that you accept that many cyclists will choose to cycle on the road. Similarly, cars exiting the Spotlight carpark are more dangerous to cyclists on the cycleway than cyclists on the road.

It is good that you have removed the bus stop just north of Westminster St, so that cyclists don't have to deal with two hazards (1. Cars on Westminster St and 2. pedestrians waiting at the busstop) at once. Maybe a centre line down the middle of the cycleway would be good for keeping northbound and southbound cyclists out of eachother's way.

There are very few pedestrians walking the length from Ngauranga to Kaiwharawhara, so cyclists may ride on the pedestrian path if there are fewer stones/debris there.

Would be a shame to remove trees.

Good to move the power poles to the other side of the road to make more room.

Also good to move the carparks off the pavement onto the road.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

44

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sam Somers	Newtown	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Using the old Lifted Northbound Corridor on the Railway land from the Caltex Petrol Station to Aotea Quay as this will fully remove the Cyclists from the Hutt Road through that Kaiwharawhara Business area

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

I support a integrated bus stop south of Kaiwharawhara road, but make use of the land there to have the buses fully pull off the road and back on, because in peal time T2 cars will be forced to wait behind a parked bus letting passengers on and off.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

45

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ron Beernink	Other	Cycle Aware Wellington	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Overall we very much agree with the design, but have set out a number of considerations in the provided written submission

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

There is a high number of people who park along the route and walk to the city. We suggest that the Council consider 'park-and-walk+cycle' facilities close to the Ngauranga Gorge and the bottom of the Ngaio Gorge.

Pinch points along the route need to be

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

We suggest a raised barrier between the walking and cycling paths, and having the cycle path painted a distinct green. This will help to avoid walkers drifting on to the cycle path.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

The situation at the driveways will need to be closely monitored as these are likely to be a continued risk, particularly with cyclists travelling at a faster speed on the improved path, and also reduced visibility for motorists because of cars parked on the street.

We also suggest that the Westminster Street intersection will continue to be of a risk to cars turning into this, and would like the Council to consider changing this from a street to a driveway to ensure a consistent approach with the rest of the route and other driveways.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Our preference is for option A, which provides more space on either side of the driveways for motorists to use as a safe zone for entering or exiting the driveway, and also provides better visibility of cyclists.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

We would like faster cyclists (including people on e-bikes) to be able to continue to use this lane, and have signs to support this.

DO YOU HAVE ANY GENERAL COMMENTS?

Overall we very much support the proposed design and feel that this will be a significant improvement to this highly used commuter route.



Cycle Aware Wellington

www.caw.org.nz
info@caw.org.nz
(04) 934 8315 or 021 036 4443
<https://twitter.com/CycleAwareWgtn>
post office box: 27 120 Wellington

Hutt Road Improvements – Cycle Aware Wellington submission

We would like to make an oral submission. Please contact ron.beernink@gmail.com

Cycle Aware 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 have worked constructively with local and central government, NZTA, businesses, and the community on a wide variety of cycle projects. We represent around 750 members and supporters.

Key points of our submission

- We welcome the planned improvements and strongly support the design
- We do favour option A as it avoids parking close to the driveways and ensures better visibility for motorists..
- We would like you to consider a few points such as monitoring the safety of the business driveways and speeds on the improved cycle path.
- We have also made some suggestions for similar consultation processes you run in future.

We welcome the planned improvements and support the design

Overall Cycle Aware Wellington strongly supports the proposed changes to the Hutt Road, which will result in a significant and long overdue improvement to this highly used commuter route. We also appreciate that it is difficult to come up with an ideal solution for this route, and recognise that even with the improvements there will be continued risks that may need further addressing over time.

What we particularly like about the proposed design is:

- Widening the shared path to ensure separated safe space for people who walk and cycle.
- Removing the car parks and the many lamp posts that currently make the path an unsafe and frustrating obstacle course.
- Ensuring a smooth surface for the shared path, including the area where the path has to cross the road at Westminster Street.
- T2 lanes that will encourage people to take the bus or share rides; reducing total volume of cars.

We would like you to consider the following points

There are no design aspects that we disagree with, but we would like you to consider the following for the detailed design and further potential improvements post the implementation.

Design for the business driveways

- Judder bars and new kerb design will help to some extent with making motorists stop / slow down before crossing the shared path.
- The increasing number of cyclists will create more of a challenge for motorists; judging a gap in the pedestrians and cyclists going both ways, and in the traffic. We agree that this should be monitored.
- The resolution document confirms that off-peak vehicle parking on the road close to the driveways will affect visibility of traffic for motorists entering and exiting. We agree that this is a high risk that needs close monitoring.
- We think the parking setback next to driveways should be increased as per option A, to improve visibility for drivers, pedestrians, and cyclists around these conflict points. This will also provide a safety buffer zone for drivers to sit before they exit or enter the driveway.

Design for the Westminster Street intersection

- Moving the bus stop will somewhat help visibility for traffic turning left in to Westminster Street.
- We however feel that this will continue to be a high risk area, particularly as motorists and cyclists do not always have a clear understanding of who gives way to who.
- With reduced parking on the Hutt Road, there is likely to be an increase in people trying to park in this street.
- Ideally there should be a right of way for cyclists and pedestrians, but we realise that current NZ traffic laws make this difficult.
- An option to consider is turn this street into a driveway so that there is a consistency with the rest of the route and the other driveways.

Keeping a physical separation between the pedestrians and cyclists

- Division between walking and cycling path should be a physical barrier (e.g. raised strip).
- The cycling path should look different, e.g. with lane markings, green colour.

Catering for faster cyclists

- Faster road cyclists and the increase in electric bikes may pose a danger to others on a shared walking and cycling path, and to motorists entering or exiting the business yards. This should be monitored. If speed proves to be a problem, a speed limit (eg, 30 km/hr) may be needed.
- Faster cyclists should be able to use the T2 lane, but signage may be needed so that motorists do not get frustrated / angry that these cyclists are not using the shared path.

Dealing with the pinch points along the route

- Keeping to a 5 metre width to provide 3 metres for cyclists and 2 metres is important for the

whole route, including some of the existing pinch points.

- We assume this allows for a safety buffer from doors opening of cars parked along the road.
- The plan appears to cater for this by for example reconfiguring the kerb or taking up extra land on the eastern side of the path. This should not be compromised on.

Catering for people who currently park on this route to walk or cycle into town

- We agree that the overall approach is consistent with the Cycling Framework and the corridor transport hierarchy.
- However, we support all forms of active transport and would like to have seen you explore options to allow people to continue to park on the outskirts of the city and walk or cycle from there.
- You might consider ‘park-and-walk+cycle’ facilities close to Ngauranga Gorge and at the bottom of Ngaio Gorge.

Safe crossings for cyclists and walkers at the Ngauranga intersection

- Although not explicitly stated in the design document, we understand from your engineers that all crossings will be light controlled and synchronised.
- The synchronisation should allow cyclists to carry on across the intersection, both for going to the Hutt Valley and up the Ngauranga Gorge.
- We suggest that the website explains how this project ties into the separate improvements for the Ngauranga Gorge and the new sea-side shared path to Petone.

Suggestions regarding the consultation process

In general the website is set out nicely, and the video is fantastic. We also appreciate the effort put into earlier engagement with interest groups like ourselves, and the public ‘open day’ sessions.

We do feel that there is further opportunity to improve the public consultation process.

- Ensure that people understand the motivation for the change. In particular, the objectives and principles, and how these were considered for the earlier options analysis and design process.
- Provide clear references and explanation of related projects.
- Show examples, either from here in NZ or from overseas, where a similar design approach has been successfully applied for this type of high-use commuter route alongside a heavy industrial area and busy arterial route.
- Ensure that all the information and the design documentation is easily consumable by the public.
- Rather than an ‘open day’, or as part of it, have a facilitated meeting where the proposal is explained and everyone can hear each other's concerns and the answers. Similar to the meetings that were held a couple of years ago at the start of the citizens’ advisory panel / consultation for the Berhampore–Newtown cycle route.

Nā mātou noa, nā Cycle Aware Wellington

13 April 2016

Hutt Road Cycle path – Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrew Gane	Kaiwharawhara	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

the parking effect on Rangiora Ave

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

cyclists tend to speed past bus stop

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

cyclists need to slow down and be aware of pedestrians

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

172 parks reduced 73 means those 92 lost car parks will park in Rangiora Ave. We do not have off street parking and it is already difficult to park.

Hutt Road Cycle path – Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
paul mahoney	Other	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

need pedestrian logos at intervals to delineate cyclepath from pedestrian path

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

The Spotlight store carpark entrance and exit needs extra signage or better design to ensure cars don't cross into cyclists' paths. I've seen this happen too many times with cyclists always at great risk..

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

proposed changes will make cycling much safer. Purchase of port land for the next stage into the city would be preferable over Thorndon Quay development as this would be off-road and therefore safer for cycling.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Glen Warner	Other	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

If you look at Nelson as an Example, the cycle / walk way From Richmond to the West of Waimea Road, this removes Cyclists and Pedestrians from beside the road and crossing drive ways / access to businesses along Old Hutt Road to a complete separate and dedicated path. Surely there is scope for the cycle-way to be placed behind the Commercial buildings and beside the Rail line.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Cyclists and foot traffic is always an interesting topic, the child care center in particular is a pinch point where vehicles and the parents / children walking from cars into the child care center are not focused on other users of the area, kids running

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

The bus stop and cycle lane diversion like the ones on Victoria street and Island bay are just WRONG. There are many types of cyclists. weekend casual cyclist, commuters on either a Mountain Bike or Road cycle or roads cyclist training for events. The de

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

A cycle way, especially an transit area such as Old Hutt Road through this particular corridor really deserves a separate pathway to remove the hazards of business drive way access and bus stops

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

A separated cycle way is required for this section of transit corridor. without removing the real hazards of

business / shop / childcare drive ways and distracted drivers the money spent will not return a true value.
Do it once do it right

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dave Robson	Other	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I support continuous improvement of this cycle-way, but you have seemed to easily discounted a solution to the fundamental flaw with this route. The amount of traffic crossing across the cycle-way (into busienss between the Caltex and Thorndon overbridge) is very high and creates substantial cyclist v vehicle conflict. People are getting hurt (I have witness many near misses and collisions). You upgrade do not improve this issue, relative to the amount of money you are spending. Whatever you do with this current route attracts the saying 'you can put lipstick on a pig, but it will always be a pig'. The route along the harbour side should be explored more, especially with the current amount of support and funding for cycling. This opportunity will not come around again for generations. Having the route continuing from the Ngauranga interchange along the seaside and rejoining at the Thorndon over-bridge must be explored and properly costed and considered. I noted that the Kennet brothers, probably the most influential people in NZ cycling, called the current route 'Wellington horrible cycle-way' in a recent Facebook post. This is not good

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

See the above comment at point 1.. This is not doing enough to mitigate the risks of cyclist/vehicle conflict when cars are entering and exiting businesses on the Hutt Road (between Caltex and Thorndon over-bridge). I ride this daily and have witnessed and been part of many near hits and collision. I feel safer riding on the road, and later in my journey, the Hutt motorway. Your proposal will not improve my anxiety about riding this cycle-way

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

I support continuous improvement of this cycle-way, but you have seemed to easily discounted a solution to the fundamental flaw with this route. The amount of traffic crossing across the cycle-way (into busienss between the Caltex and Thorndon overbridge) is very high and creates substantial cyclist v vehicle conflict. People are getting hurt (I have witness many near misses and collisions). You upgrade do not improve this issue, relative to the amount of money you are spending. Whatever you do with this current route attracts the saying 'you can put lipstick on a pig, but it will always be a pig'. The route along the harbour side should be explored more, especially with the current amount of support and funding for cycling. This opportunity will not come around again for generations. Having the route continuing from the Ngauranga interchange along the seaside and rejoining at the Thorndon over-bridge must be explored and properly costed and considered. I noted that the Kennet brothers, probably the most influential people in NZ cycling, called the current route 'Wellington horrible cycle-way' in a recent Facebook post. This is not good

Hutt Road Cycle path – Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Drew Broadley	Other	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

It is currently safer to ride on the road between the curb and yellow lines than on the shared path. People in vehicles show little to no respect for the fact there are bikes coming on the path and often stop on it to check for traffic coming, or don't consider faster moving bikes when pulling into driveways. This is not going to change, no matter how much green paint you put down.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

Even as a pedestrian, I often have people who come out of buses thinking it's safe no matter what (like the bus driver has done their due diligence for them) and often in sections where the footpath is wider, much like when they disembark from trains at t

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Julie Williams	Island Bay	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

The end to end route from Petone to the city and a consistent design, not a route that has 3 different formats.
From Petone I understand a path next to the sea is being looked at by NZTA. Could or should this be considered for this section?
Two way bike traffic needs to be made safer to. Currently going against the main commuter traffic is dangerous for those that commute to the hutt to work.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

The two way bike line ideally has lines to separate riders. The current two way route is dangerous if you go against the main flow.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Clearly the proposed changes are big improvement for cyclists. I do however have concerns around the

consistency of the design of the 3 sections and with other cycle ways in general. Hopefully we aren't just biting off the easy bit and stopping there as seems to be the case in Island Bay. In that case the layout can't be replicated for the full route into city.

Hutt Road Cycle path – Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Janie Cook	Other	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Drivers of vehicles exiting driveways check BOTH directions before crossing path

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

That the gap for car doors is adequate and enforced.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Currently this obstacle course of moving and stationary hazards is the worst part of my daily bike commute from Belmont, and is especially treacherous travelling north (opposite direction to adjacent road traffic). The proposal is a HUGE improvement for this crucial route for which there are no alternatives for people travelling on bicycles. I look forward to it!
Now with the Clearway on Thornton Quay, commuting by bike from north is viable for people. The more commuters on foot, on two-wheelers, and on busses, the better everyone's journey will be.

Hutt Road Cycle path – Submission

53

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bede Crestani	Johnsonville	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Street lights will be moved to west side and all other street signs should be out of the way of the cycleway. Cycles are the width of a person rather than just the wheel tracks, so they need to be out of the way. Pedestrians need to be clearly away from the bikes, so strong marking needs to be in place so that they do not encroach. I would like to see the remaining section go from the ferry terminal around Aotea Quay past the stadium, rather than do the Old Hutt Road. Its much safer and bikes can then be directed down the waterfront.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Pedestrians may need some stronger reason to keep to their lanes than just white lines. They often think they have the right of way, rather than being considerate to bikes and vice versa.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

Looks like a number of bus stops are being removed and I am not sure if what is in, is adequate.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

See earlier notes, but generally it looks good. Just keep all signs out of the bike lanes and also keep them off the biking boundary line. Even on the gutter line is a problem.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

I would like to see some commuter parking provided on any spare land. Is there some space north of the Caltex on railway land that could be used for park and bike?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Good initiative so keep going. Route the remainder of the route down Aotea Quay.

Hutt Road Cycle path – Submission

54

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Joe Ede	Other	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

as a regular commuter along that stretch of hutt road i find the largest risk each day is vehicles entering/exiting premises such as the placemakers, the children kindegarden, airflow, bmw etc. The lanes need to be clearly visible for vehciles travelling from both directions wantign to turn into these premises and that just driving across without checjkng (cycle and pedestrain) traffic along the marked paths is not acceptable. Thanks

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

hopefully this includes outside the premises of the buildings along the road and also under the railway bridge ?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

55

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bernard O'Shaughnessy	Newtown	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
Your artist impressions are always hogwash

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Sometimes I think the Urban Planners get carried away on space needed for pedestrians when there is so few of them walking about.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)
Get more buses and trains

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)
the mess the Planners made in Island Bay, Victoria Street, Manners Street, Bay Road, John Street, Curtis Street, everywhere really! I think allowing cyclists in T2 lanes will need clarification and debate.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Yes - heaps.
1. Have a city entry Road Tax as in London.
2. Give incentive to residents to leave their cars at home, e.g. Snapper % discount = \$500 p.a.
3. I think we need some newer innovations. Should we build dykes (dikes) as in Holland, and put cycle ways on top of them because of climate change.
4. Why should poor people have to pay for rich people to be able to take their big gas using cars to work to park them.

5. All Councillors with flash cars should resign as well as the CEO.

* Additional notes to Q5: need low fences/rail/barrier

* Additional notes to Q9: but cars must have 3 people in them before allowed in T2 lane (i.e. make it T3 only).

Hutt Road Cycle path – Submission

56

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rob Collier	Paparangi	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I don't think the proposed plan deals with Westminster Street in a satisfactory manner. Removal of the bus stop helps but if riding on the road South bound cyclists have right of way so I believe the stop line should be on the SE side of the cycle way.

I would also like to see a centre line on the cycle lane to encourage keeping left so faster cyclists can overtake with less difficulty.

I would like to see 3 m for cycle traffic all the way, some diagrams suggest there will be less in places.

I would like to see the Ngauranga Gorge rail bridge underpass dealt with as well.

I would like to see the car parking an extra 1/2 park from the car crossing points to improve visibility for cars crossing.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

I would also not mind if pedestrians and cycle spaces were merged if there was a centre line and pedestrians were required to stay left (preferably by law). Running at the moment it is difficult to know where to run to keep out of the way of cyclists, es

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

Would prefer bus and taxi only lanes to T2.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

I don't think the proposed plan deals with Westminster Street in a satisfactory manner. Removal of the bus stop helps but if riding on the road South bound cyclists have right of way so I believe the stop line should be on the SE side of the cycle way.

I would also like to see a centre line on the cycle lane to encourage keeping left so faster cyclists can overtake with less difficulty.

I would like to see 3 m for cycle traffic all the way, some diagrams suggest there will be less in places.

I would like to see the Ngauranga Gorge rail bridge underpass dealt with as well.

Surface smoothness is important, I currently use the road to avoid the bumpy surface caused by car crossings and post road works. All Asphalt preferred.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

I would like to see the car parking an extra 1/2 park from the car crossing points to improve visibility for cars crossing.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Yes, but prefer bus lane.

Could allow all traffic in both South bound lanes from Westminster St (or a bit before that). That would allow just about as many cars through the Ngaio gorge intersection with the lights and allow buses to get the next green light.

Congestion after the Ngaio gorge intersection is not usually a problem.

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ngaire Best	Kaiwharawhara	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

We do not support the consolidation of the Kaiwharawhara Road Bus stop. We do not believe that the statistics that have been used are now relevant. Since the survey was completed in early 2013, the Kaiwharawhara train station has been closed and a signi

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

Rules of engagement should be spelt out through signage to ensure cyclists and pedestrians are aware of their priority when crossing each others lanes, in particular pedestrians crossing the cycle way immediately after crossing the Hutt road at pedestrian crossings. This is a concern particularly as road cyclists can be travelling at speed up to and over 40km/h. Our particular concern is at Kaiwharawhara Road and Rangiora Street pedestrian crossings.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Issues of displacement into Cameron Road will be further exacerbated. Currently there is a high level commuter parking occurring on Cameron Road. Yellow lines have recently been installed on the left hand side of the southern end, however if this proposal is to proceed consideration of further restrictions (potentially including residents parking) should be made to ensure emergency services can access homes in the northern section of Cameron Road, Brash Way, Hervey Way and Satchel Way.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Prior to relocating the Kaiwharawhara road bus stop, we believe a current user survey and proper consultation process, that includes signage on the bus stop should be undertaken to ensure that all users of the bus stop are aware of the proposal. It is our belief that many users will not be aware of the bundling of the bus stop relocation into a consultation process entitled 'Hutt Road Cycle Path' which we think is misleading.

Hutt Road Cycle path – Submission

58

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Seth Lancaster	Northland	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Must be well marked with icons and barriers may be appropriate at blind intersection or blind corner

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

The current path is in need of upgrade. Dangerous for cyclists at business entrances and intersections.

Hutt Road Cycle path – Submission

59

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Belynda Jack	Ngaio	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

My comment would be that the most dangerous element of the Hutt Road - Aotea Overbridge to Ngauranga Gorge - system is the Ngaio Gorge intersection. Ever since the Spotlight parking area has been installed there have been copious numbers of close calls with people leaving the parking area and wishing to turn right or to travel up the Ngaio gorge. I feel that there needs to be a redesign of the Ngaio Gorge/Hutt Rd intersection and lights installed to allow cars controlled exits onto the Hutt Rd. Not only does this intersection cause issues with vehicles, but cyclists and pedestrians are also affected by the ill-controlled traffic in and around this intersection. The ill-timing of the arrival of the InterIsland Ferry passengers also has an effect on traffic as this often occurs around 5-5.30pm at peak-hour travelling times. The exposure of unaware drivers to Wellington peak traffic times, and I would consider not the most helpful

sign-posting to travel North leads to further pressure on the roading system at peak times.

Hutt Road Cycle path – Submission

60

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Thomas	Paparangi	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Waste of time and money. Improve roads primarily for the thousands of motor traffic users and rate payers first - then think about the 45 cyclists per hour who would benefit from a slightly less sore rear end!

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Joanne	Berhampore	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This proposal does not support other road users, it is worse for pedestrians as they will have cyclists all over them as many cyclists won't respect the pedestrian area.
Shifting bus stops is a deterrent for those using public transport, a greater distance to walk in the rain, in the dark etc. Public transports carries far more people than cycles and if WCC is serious about getting the city moving then getting people out of cars and onto public transport will have a much greater impact.
Removing parking from the businesses has a huge impact on the viability of a business. Rates are around 60% higher for commercial premise compared to domestic rates and WCC then has the arrogance to remove parking from these business. Are they suggesting that cyclists will be supporting these businesses to and from work. Your rate payers are dependant on the jobs these businesses provide so they in turn can

provide for their families.

Based on the OPUS report for this proposal traffic flows will change from LOS D to LOS F, LOS F is the worst grade.

Goodness knows where the cyclist numbers are coming from as the reality does not match what is being touted as the commuter population.

Why does WCC have this great need to implement crap cycleways while pretending they are developing world class infrastructure. Yes there is money available from NZTA but this is taxpayer money and that along with the 33% being meet from rates this needs to be spent wisely, the principle of do it once and do it right should be a driving principle. Stop giving us the line that we need to do it now or we will lose the money, this money is available for 3 years, time should be taken to get it right the first time round.

Hutt Road Cycle path – Submission

62

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Peter - Lower Hutt	Other	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Having suffered a recent accident at the exit of the Spotlight carpark. I have the following comments to make on that particular location. Firstly, the police officer who attended my accident told me that this was the sixth accident he personally had attended at that spot. All involving cars exiting from the Spotlight carpark. This alone tells you that this is a serious problem at this location. Secondly, driver vision for cars exiting the carpark is heavily obscured by the current bridge railings over the stream. This must change. A far better option for the path of the cycle way would be to locate it between the current buildings and the rail tracks. This would separate cyclists completely from all the current hazards along this stretch of Hutt road. I note that rail track currently have a track for their vehicles along most of this section, so if a truck can get along there I'm sure a few cyclists can.

Further comments :

1. Moving street lights to other side of the road won't light the cycleway sufficiently. Could they not be located right next to or off the buildings adjacent to the cycleway?
2. The green surface you are using to 'highlight' the cycle way can be like glass if you come off. Do you have to use this product?
3. Relocating parking to the side of the road will obscure cyclists and drivers vision for cars wishing to cross the cycle way. This doesn't solve anything.
4. I would urge you to rethink the whole project from Petone to Thorndon. Relocating the cycleway to the seaward side of the tracks is not a good option, and extremely expensive. With a bit of thought and smart thinking I'm positive that the current track can be upgraded sufficiently to make it a good viable option for cyclists. The only difficult part is the 1km section immediately south of the Petone overbridge. Could the rail track not be moved seaward by a couple of metres to make room for the cycle way? I would have thought this would be more cost effective than building a path all the way from Petone to Nauranga for cyclists and pedestrians, unless of course the cycle path is in fact 'additional protection' for the rail track from the sea.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

If the cycle way were relocated as suggested above, then the pathway would be just like any other road and not require much additional attention.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

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DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?
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No

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DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?
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Yes

--

DO YOU HAVE ANY GENERAL COMMENTS?
--

<p>The proposed changes are not going to materially change the main hazards that currently exist. That is cars crossing the footpath/cycle way all along this area. Please consider relocating the cycle way between the rail tracks and current buildings. This would then completely isolate cars and cyclists.</p>

Hutt Road Cycle path – Submission

63

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Philip Eastwood	Johnsonville	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I have been cycling this route for 8 years. It is currently dangerous from the 28 Driveways crossing this path. Cars come at you from all directions. I have hit several vehicles and have been hospitalised with serious injuries. It is great that you want to upgrade this route for cycling but your design is not going to stop the injuries caused by Vehicles not giving way to Cyclists. The cycleway needs to be on the ROAD as a separate lane with rumble strip to stop encroaching vehicles and the curb next to the pedestrian path. A lot of the drivers who cross this path speed out of the Business's and do not look both ways for approaching cyclists and then they stop at the curb, a lot of the time blocking the cycle way until they can get into the Traffic. This is how most of the accidents occur and that is why the Cycle way needs to be on the road. This is a cycle Commuter route not a family fun day out on the bike route.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

The Pedestrian path needs to be separated from the cycle path by a curb. This makes is safer for all concerned, drivers and Pedestrians

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

You need to understand that this is a commuter cycle route fed from Hutt Valley and Northern suburbs. We travel at speed 15KM to 50KM on average, that is why we need to be on the road in a separate Cycle Lane that can be shared by buses and motorbikes if needed.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Quite a few cyclists Park cars and cycle from bottom of the Ngauranga gorge, parking in Glover street. We need to be able to get back to the southbound Footpath from the Hutt road cycle way but we currently have to ride over that grassed patch and carry the bike over the Lane which feeds traffic onto the Hutt northbound motorway. So we need two way cycle traffic where the cycle way feeds into that intersection and a wheel access so we can ride up onto the footpath that feeds into the Smith City car park area or allow us to go northbound on that southbound cycle lane so we can safely get back to those Parking Areas in Glover street. A proper Park and Cycle facility at the bottom of the gorge would be well used.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrew Carman	Brooklyn	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I use the Hutt Road both as a motorist and as a cyclist. I commuted between Brooklyn and the Hutt Valley for 15 years, often by bike; and when cycling I always used the shared footpath/cycle path between Thorndon Quay and the bottom of Ngauranga Gorge. On this section the current proposal makes many much needed improvements.

I found the most dangerous part of my commute was the section between Thorndon Quay and the Caltex service station, due entirely to the number of motor vehicle access paths crossing the footpath. Some of these will be eliminated by removal of car parks on the footpath. However there are still many driveways to parking areas for the various businesses along the route. The proposal will improve road markings and visibility, and speed bumps at property boundaries will slow exiting traffic, but exiting vehicles will still either (1) wait on the footpath for clear passage on both the cycle path and the road in order to cross the cycle path and enter the road, or (2) wait on the cycle path for clear passage to enter the road. The latter is probably preferable, as people on bikes can move onto the pedestrian area to go around the back of the waiting car. The former presents a problem for someone cycling, particularly when going north, as they cannot be certain of being noticed, and pass in front of the car at their peril.

The danger from vehicle access ways across the cycle path would be reduced if the number of crossing points could be reduced. Perhaps some of the yards can be connected so they are accessed from the same driveway, or yards that have a separate entry and exit driveway (eg Spotlight) could consolidate to a single two-way driveway.

All of the problems with driveways would disappear if a cycle path could be created, running from the Wellington Railway Station to the Caltex service station, between the railway lines and the existing buildings and yards along Thorndon Quay and Hutt Rd. This would still allow ready access for cyclists to and from Kaiwharawhara Road, and to the various businesses along the route. Has this option been explored and costed?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

See my comments above.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

It will be great to see some much needed improvements to the shared footpath / cycle path along here. The main danger to people on bikes will still be from driveways crossing the shared path. I would like to see some investigation into the option of creating a dedicated cycle path between the railway lines and the rear of the buildings and yards along Thorndon Quay and Hutt Rd. That option would completely eliminate the danger from driveways.

Hutt Road Cycle path – Submission

65

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Steve Cosgrove	Newtown	Individual	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

This will needs to be carefully thought out. There needs to be a clear, continuous, visual clue to the cycleway, otherwise pedestrians will just wonder over it, regardless of a white line!
Rationalisation of parking will mean more pedestrians on this roa

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

Usage stats need to be considered carefully. Westminster Street gets a lot of foot traffic from CityDojo.nz and, perhaps Animates. There seems a reasonable walk from there to the proposed location of the new stop.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Could the Council and NZTA approach Animates, and perhaps another existing owner of car parking, to negotiate building a second level of parking for use of the general public, who will loose the current (dangerous and unacceptable) footpath parking?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Very nice survey software!
Project is long overdue. This stretch of road is dangerous to pedestrians and cyclists - the acceptance (is it all legal?) of parking on the footpath is taken by some motor vehicle drivers as evidence that they 'own' the

footpath, and active users are at the whim of drivers.

Hutt Road Cycle path – Submission

66

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other		Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I own a business on Hutt Road. Our business takes regular deliveries by Btrain trucks. To enable the Btrains to manoeuvre in and out of our premises, we are required to halt and park across the path. During this time, we are constantly verbally abused by cyclists unwilling to wait while we maneuver our trucks. The proposal is going to increase the speed of the cyclists and create further risk of injuries. Speed humps should be placed on the path to slow the cyclists across heavily used entranceways. Under the new NZ Health & Safety at Work Act, the WCC is knowingly creating increased risk to both public and work personnel by creating such a change. I am strongly against the proposed changes to the path.

Hutt Road Cycle path – Submission

67

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Hamish Jacob, Chief Executive Officer, Jeff Gray BMW & MINI	Karori	Jeff Gray BMW & MINI	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Move the power poles currently in the middle of the footpath / cycleway to the opposite side of the road to make it safer for pedestrians & cyclists. Move the bus stop outside of LaCloche further south past the intersection for safety reasons. T2 lanes DO NOT work; the traffic flow on this main arterial route will stand still; drivers from Khandallah will find it impossible to merge. Look at the bigger picture of a seaward cycleway in conjunction with the regional council, NZTA, Kiwirail & other parties to make it a real showcase for Wgtn. Learn from your mistakes council staff & councillors (Island Bay!!) it seems to want to push ahead regardless of ratepayers & business concerns

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Cycling Action Network	Te Aro	Cycling Action Network	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Changes to the path layout also need effective communications to all people using it.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

Use of T3 rather than T2 to incentive carpooling.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Changes to path design need to be accompanied by effective communications to all path users.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

We question the need for free on-street parking on a busy arterial route.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Consider T3 to incentives carpooling. With an extra lane recently added to SH1, can T2 be justified?

DO YOU HAVE ANY GENERAL COMMENTS?

Get on with it. Modern cities need to move people efficiently i.e quality public transport, cycling and walking. Transitioning to low carbon, active transport has compelling benefits for everyone. Move quickly to ensure ratepayers benefit from the Govt's cycling investment.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Joel Burton	Crofton Downs		Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Add directional "sharrows" so cyclists know to ride on the left within the cycle lane

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Add directional "sharrows" so cyclists know to ride on the left within the cycle lane

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ellen Blake, Living Streets Aotearoa		Living Streets Aotearoa	Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

DO YOU HAVE ANY GENERAL COMMENTS?

Living Streets Aotearoa



www.livingstreets.org.nz

Submission from Living Streets Aotearoa on

Northern Cycleways project 1 - Hutt Road

TR 15-16

Contact person: **Ellen Blake**
Email: **wellington@livingstreets.org.nz**
Phone: **021 106 7139**
Date: **13 April 2016**

Submission

Living Streets Aotearoa supports the improvements to walkability proposed in these changes. This will be a significant improvement for pedestrians.

We have a few improvements to suggest and some queries about what is intended or how it will work.

Footpaths

Living Streets supports the reinstatement of dedicated footpath along this route. This will make a major improvement to safety and walking experience. The removal of the illegal car-parking from the footpath is also welcome.

How will pedestrian crossings occur over the cycle path? What is the priority at signalised pedestrian crossing points?

We would like to see more separation between pedestrians and cyclists, with an audible strip, or similar, between the two paths, and surface differentiation (i.e., colour or texture). We are concerned to ensure that cycle paths are created that do not look just like footpaths.

The footpath currently disappears at the bottom of Centennial Highway on the north side, and pedestrians run across this lane. Are there any improvements considered here? In the proposed system, the place people walk has been turned into a high-speed cycle lane. What is proposed to replace the pedestrian grass path?

We support the new signalised pedestrian crossing over Hutt Road at the bottom of Centennial Highway and across the 'slip' lane. This is a significant improvement and will now allow safe access to the bus stop on Hutt Road.

What happens to vehicle access to the dump station - does this cross the footpath? It appears to turn into a bus stop.

We support using this opportunity should to improve access to and visibility of Ngauranga railway station, currently hidden away, and linkages between the station and the bus stops. A decent interchange between buses on the proposed North-South Corridor and Hutt Valley buses and trains would provide the fastest and shortest public transport link between the northern suburbs and the Hutt Valley.

The shade trees along Hutt Road, north of the petrol station, provide important shade and shelter for pedestrians, and a visual barrier and noise attenuator between the path and the motorway. We do not consider them a hazard. We would like to see them retained.

We would like to see more vegetation planted along this route – this could be used as a barrier between vehicles and pedestrians. Seating would also improve the route.

We note the proposal to move street lighting to the opposite side of Hutt Road. How will this lighting provide adequate lighting cover for the footpath? Lighting is crucial for pedestrians, as all vehicles carry their own lights but pedestrians do not.

We would like to see 'Give Way' signs included with the speed hump at all vehicle exit-ways along this route. This is in line with the Road Rules for exiting vehicles to give way to pedestrians.

Does the traffic resolution need to re-legitimise the footpath? There is no mention of footpaths.

Bus-stop bypasses

We are unsure how these bus stops will work. If a bus stops in them will it stop all the traffic in that lane? This would mean that vehicles carrying more people would be at a disadvantage.

What priority will be given to exiting passengers in regard to the cycle lane?

The bus stop on Hutt Road north of Kaiwharawhara Road is a popular stop – what impact will moving it have on the passenger experience?

We would prefer to see a bus-priority lane at all times along this key route. The motorway is available for all through vehicles. If not, at least a T3 lane should be created.

Cycle path

Is there a speed limit on the cycle path?

Why does the path increase to 4 metres? What is the need for that?

Car parking

Who are the 216 long-term car parks occupied by?

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

About Living Streets

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

The objectives of Living Streets Aotearoa are:

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

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

Hutt Road Cycle path – Submission

71

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alice	Wellington Central	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Please reconsider the width of the pedestrian path at the start of the start of the Old Hutt Rd path. There are generally no or very few pedestrians between there and the petrol station. It would be a pity to remove the trees. They are so lovely to ride under in the summer.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

The width of the path where it would result in the removal of established trees

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Really excited to see this dangerous part of the journey in from Petone being addressed.

Hutt Road Cycle path – Submission

72

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Josh	Wellington Central	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Reconsider removing some of the trees. I think in some cases trees encroaching into the pedestrian footpath isn't an issue, especially on parts of the route with low pedestrian use (near the first proposed bus bypass).

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I think the plans look great, and I'm excited to see work to improve the space for people using sustainable transport!

Hutt Road Cycle path – Submission

73

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Belinda	Brooklyn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

74

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Colin Walker	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know

This plan will still leave cyclists exposed to pedestrians, lamposts, trees, driveways, cars etc. If it was the only option I'd support it however there's a better and probably cheaper option. There used to be another train track between Kaiwharawhara and Ngauranga, the space is still there from the Hutt Road - Thordon Quay overbridges all the way to Ngauranga, including the tunnel under the motorway. This presents a totally clear track all the way, and there's also easy access from the Khandallah & Kaiwharawhara intersections.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

75

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jonathan	Mount Victoria	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

The most dangerous issue with the current cycle way has not been addressed by this proposal which are the driveways crossing the path. I would like consideration to be made of consolidating driveways along the route. A speed bump will not stop cars from pulling across the cycleway endangering users. The side roads also need to have some clear demarcation so cars also do not "t-bone" bikers travelling presumably with the right of way..

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Consider regular signage reminding pedestrians to make way for bikers and avoid walking in rows blocking the path.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

As mentioned above, the most dangerous issue with the current cycle way has not been addressed by this proposal which are the driveways crossing the path. I would like consideration to be made of consolidating driveways along the route. A speed bump will not stop cars from pulling across the cycleway endangering users. The side roads also need to have some clear demarcation so cars also do not "t-bone" bikers travelling presumably with the right of way..

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Please remember it is not the council's duty to provide exhaustive parking to businesses along this semi-industrial zone. These businesses (largely) have adequate space for parking on their premise not at the expense of other road users (walkers, bikers, public transport, cars).

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

The most dangerous issue with the current cycle way has not been addressed by this proposal which are the driveways crossing the path. I would like consideration to be made of consolidating driveways along the route. A speed bump will not stop cars from pulling across the cycle way endangering users. The side roads also need to have some clear demarcation so cars also do not "t-bone" people on bikes travelling presumably with the right of way..

Hutt Road Cycle path – Submission

76

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chris	Mount Cook	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This is a really good idea and will make cycling so much easier and safer.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michael Butler	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

78

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Linda Zukerman	Mount Victoria	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Cars coming out of and turning into drive-ways, street-crossings, merging

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

A barrier would help, this could be done nicely with plants between forms of traffic

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Drive-ways, enough space for bikes to overtake eachother

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

encourage full cars, carpooling

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
John	Paparangi	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
Petone to ngauranga, so much of that is on open road

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

80

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jeff Rule	Hataitai	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Really excited by the proposed changes but curious to know about proposals to address the pinch point along the road frontage of Spotlight carport near the pedestrian crossing. Far too narrow as it is with significant physical obstacles to dodge.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Most effective would be height differential - even a slightly raised pedestrian path with curb would work. More of a cue to discourage 'drift'

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

This is a bit steep - I commuted by bike daily along this route and found car parking / manoeuvring to be a major hazard.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Looking great - thanks WCC.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Blair	Wilton	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This looks awesome, we need to definitely consider getting people out of cars onto bikes etc. This has been really successful in many citys around the world

Hutt Road Cycle path – Submission

82

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mark Johnston	Brooklyn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Regular signage and colour differentials to enforce the difference in the paths

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Give people on bikes priority at all junctions crossed on the side of the road with the cycleway (e.g. Westminster St). Use Consider adding cycle-specific signals at the Centennial, Jarden and Hutt junction, to allow people on bikes to cross onto the segregated lane early and out of the way of traffic.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Consider advertising the benefits of car-sharing more vocally.

DO YOU HAVE ANY GENERAL COMMENTS?

Great to see a patchwork cycleway being upgraded into one that will be safe and pleasant to use.

Hutt Road Cycle path – Submission

83

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alan Macdougall	Wilton	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

It seems a shame to lose the trees (although they are non-native to Wellington Pohutukawa). Could they be replaced with smaller-sized native shrubbery that could be regularly trimmed?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Travelling north by bike it's not immediately obvious that the path on the east side of the road is two way for bikes, or how to get on to it. It would be nice if there was a controlled way for northbound cyclists to get on and off the east-side bike path at the beginning and end of it.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

More please.

Hutt Road Cycle path – Submission

84

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Flavia Machado	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Would be much easy to everybody if the whole cycleway would be green. Easy to notice, adjust.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Adjust to changes is hard so the green cycle way is a visual reminder to everyone using the shared resources.

Hutt Road Cycle path – Submission

85

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Craig Thompson	Oriental Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

DO YOU HAVE ANY GENERAL COMMENTS?

Impact of reduced parking will steal business from Hutt Rd traders. Cyclists will travel on the road anyway if speed bumps are installed at entranceways. T2 parking hours of no use to employees in an area poorly covered by public transport and no use to businesses that trade outside office-workers hours.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Cyclists pay nothing to use the road, all motorists are doing is subsidising them. If they paid to use the road, and not just a peppercorn fee, then I would be comfortable to look at the changes.

Hutt Road Cycle path – Submission

87

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Peter	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Please consider separating people walking and cycling by raising the footpath.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Please build the changes along Hutt Road soon. Do not delay or cancel because of anti cycling people.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
John		Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

89

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Reuben Kendall	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Glad to see something being done to improve cycling infrastructure

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rod Badcock	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

91

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
TJ O'Flaherty	Aro Valley	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I commend the approach taken to the design, it is an incredible improvement. Although I would like to see it pushed a little further with the removal of even more car parks. The presence of car parks means that it opens up opportunities for motorists to interfere with the cycle lane. Ideally, I would like to see no parks anywhere near it, but I understand that this is an exercise in compromise.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Please consider evening out the surfaces of the driveways, and installing bollards so that motorists will not quickly cut across when turning left into the shops. As usual, green paint is half of the job and the other half is to enforce the rules against motorists blocking up the cycleway with parked cars, vans, etc.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

I would like to see even less parks. The private businesses in the area should have to supply their own parking. We should not jeopardise our public spaces and safety so that people have somewhere to park. Less parking spaces will also mean a greater uptake of biking. I think we should be actively trying to make sole-occupant driving unattractive.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

I'm sure you've thought about whether to make it T2 or T3. I would like to see this strongly enforced.

DO YOU HAVE ANY GENERAL COMMENTS?

Wonderful work. Keep it up!

Hutt Road Cycle path – Submission

92

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michael Lowe	Mount Victoria	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Make sure there is better crossing facilities to allow pedestrians to access bus stops.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

will buses ever have to stop for cars trying to reverse into parallel parks? If so consider how appropriate that is

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Take it further into the CBD. We should encourage group transit

DO YOU HAVE ANY GENERAL COMMENTS?

Nice visuals WCC.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Paul Yeo	Thorndon	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
KA	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

As a cyclist I will still ride on the road as this proposal does not address the biggest problem with the current path: vehicles exiting businesses with no line of sight to check for cyclists before they nose out onto the path. Therefore cyclists will continue to have collisions with vehicles exiting the businesses. There must be a place where vehicles can stop and look for cyclists before moving onto the bike path. There is also a similar problem with vehicles heading north turning into the businesses not looking at the cycle path before moving across the bike path. This is the main arterial bike route into Wellington. The only solution to these safety issues would be a dedicated bike path on the seaward side of the motorway passing through the ferry terminal.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Safety at bike path / business exits

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Any solution that does not solve the major safety risk of vehicles having no line of sight along the bike path will not work

Hutt Road Cycle path – Submission

95

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Diana Pedlow	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Yeee-ha! So pleased to see this work has been proposed and cannot wait for it to be finished. The current cycleway/walkway is dangerous for all users including those accessing businesses.
The bus stop near Guthrie Bowron often makes exiting the cycleway onto Thorndon Quay dangerous/difficult...hopefully these changes can improve that situation.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Colin Matcham	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
John Macfarlane.	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

We have a kid at day care (I-Kids). Currently very dangerous for pick up and drop off which is in peak traffic times. You have to deal with cycles both ways, crossing the busy road and those power poles and no entranceway. Please consider the effects of the proposed cycle way for parents dropping and picking kids up!!! Need warning signs/lights for pedestrians and cyclists, mountable kerbs, better marking and area for turning when come from the south. Get rid of that traffic island. Buffer zone of some sort at the entrance of daycare to protect the kids as the cyclists go quick especially if you will be taking away obstacles like parking/poles and better delineation, there will be an accident. Taking out the angle parks is going to make very difficult to park! Need to think of a design which allows for safe easy access to park, especially when crossing a 60km/hr road in rush hour.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

As like my other comments. Need to think about the effects of the new cycway will have round the daycare centre's. Need to have a design which considers the safety of the kids and parents dropping of and picking up.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

The angle parking being taken away at I kids will make it hard and possibly dangerous for people picking up and dropping off kids at the day cares. Important to think about how it will be like for parents having to cross a busy 2 lane 60km road and then have to parallel park holding up rush hour traffic or worst causing an accident.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jacob	Berhampore	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Grant Clarke	Mount Cook	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Keep up the good work Wellington and Hutt Council

Hutt Road Cycle path – Submission

100

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Craig	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

101

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sam Leitch	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The easier and less intimidating cycling is, the more people will take advantage. Cars turninh across the current lanes are the main hazard.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kevin Vernon	Oriental Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

103

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Robert Hutchinson	Thorndon	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
pb	Karori	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Mostly, I think this is fantastic and well thought out. The only thing I would suggest is some physical delineation (i.e. more than a painted line) between the pedestrian and bike paths, because in my experience around NZ (most relevant, including Hutt Valley and Wellington waterfront) pedestrians ignore the lines and walk where they want, especially if there is a big group - they spread across the whole space and are uninterested in making way for a bike to pass.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

When I am using my bike to commute or for recreational riding, I am happy to only go 20-25km/h and a cycle path is perfect. But when I am training I can easily sustain 35km/h or even over 40km/h with a northerly tail wind, in which case I am safer and happier on the road. And I am old and fat. Most sporty cyclists would go faster than me, so I hope this proposal will not preclude faster cyclists from using the road lanes if they consider that to be the safest option for them - letting them ride on the road definitely makes things safer for the pedestrians and slow cyclists who want to use the path and cycleway.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

One good thing from a cyclist's perspective is that cars pulling onto the main road from commercial properties will move out and stop between the parked cars instead of the current practice of blocking the cycle lane while they wait for a break in the traffic flow. But you might consider not allowing parking till 10am because there are still a lot of people commuting into town after 9am.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Making it a T3 would provide even greater incentive to people to share vehicles. But I know that the great

majority of commuters are single-occupant so even a T2 should have an effect in reducing vehicle numbers.

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

105

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
George	Brooklyn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

106

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Trev	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Consider a physical separation. Although not the best, will stop the complaints of the pedestrians

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

108

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Berhampore	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

|

Hutt Road Cycle path – Submission

109

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Don	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Worried that T2 lanes is going to be a big mess. It'll run for a few months, then you'll have to make it fade away. It has been tried before there before if course.
The biggest issue there is cross traffic. Have you considered build the cycle lane on either side of the rail line?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Worried that people will not get it and will walk across or in the cycle lane. Must have good comms and signage

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Believe in the intent, worried that it will become another media incident like the smart motorway (whatever that is, that we still don't have). Or the Island Bay cycleway disaster. This could easily divide the community and create anti cycling sentiment instead of encouraging safe and healthy cycling

Hutt Road Cycle path – Submission

110

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dave	Newlands	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Seperated user areas for cyclists and walkers has the potential to create conflict. As some cyclists may get aggressive to walkers using the cycleway.
Either a completly seperated path (by poles for example) or keep a wide shared path would encourage a be

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Is this going to be enforced? If not, users may abuse it. Perhaps a clearway would be better for self policing by the public?

DO YOU HAVE ANY GENERAL COMMENTS?

Great to see progress happening. I cycle this road daily - I absolutly support this plan.

Hutt Road Cycle path – Submission

111

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Walter Walsh	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Bikers

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

112

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tam	Churton Park	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I think it's a great idea to have the cycle ways. I see many bikes and I am a user intermittently and find it very challenging not to mention dangerous along this stretch of the road. I am all for it

Hutt Road Cycle path – Submission

113

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Martin M	Tawa	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Car parking, need more. So many businesses along Hutt road, too limited parking and the cars will be hanging over driveways, unhappy customers not being able to park or hazard to other road users as they frantically try search for one and slow right down.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Intersections such as the bottom of Nagio gorge need to be thought about. If someone is riding north they probably won't use the cyclepath as they would then have to cross both lanes to get to the Nagio gorge or Naurunga. Pedestrian/ cycle over bridge? Would help traffic light phases

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Would it be possible to move parking next to the T2 and walk and cycle path closer to buildings? I don't work along there but drive and ride occasionally past, seeing how packed it is with limited parking now

DO YOU HAVE ANY GENERAL COMMENTS?

Is this really a good long term solution or could it be better thought about? Improvement needed for bikes, cars, parking and intersections

Hutt Road Cycle path – Submission

114

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
		Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

No

Hutt Road Cycle path – Submission

115

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
James	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

116

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Karl	Karori	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Possibly signage every 100m to remind walkers and runners that cyclists have priority in the cycle lane.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

At busy driveways such as Placemakers, etc. installing bumps and stop signs (with give way to pedestrians/cyclists signs) to emphasise to drivers not to block the path and to look out for walkers/runners/cyclists. Also, where cars wait to turn into places like Placemakers, etc. when heading north, having some warning painted on the road or a sign to look out and give way to people on the footpath cycleway.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

It will take a long time for people to accept these changes. Expect courier drivers and delivery trucks ignoring this and parking on the footpath and cycleway. Maybe encourage owners of the areas where parking is shifted to landscape any old car parks not absorbed into the new footpath/cycleway to discourage parking temptation.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

As a cyclist I find the current cycleway too dangerous to use. These new plans won't shift every cyclist off of the road (as for some fast cyclists, given the driveways, it will always remain too dangerous), but it will be a

massive benefit to most cycle commuters and people who don't currently cycle due to their perceived fear of the road. As a runner who has almost been hit by cars driving along the footpath and coming out of driveways, making the area clear of parked cars, lamp posts, etc. will hopefully make it safer by opening up the visibility to drivers.

Hutt Road Cycle path – Submission

117

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sarah	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
I agree with the changes with the exception of the T2 lane as I don't feel that they work.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

118

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Joshua Groom	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

119

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Stuart Worden	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Any solution that involves a cycle lane crossing a driveway is not optimal for safety. On this piece of road, drivers leaving driveways seldom look to the left for cyclists travelling north, as they are focused on the southbound road traffic approaching from their right (I have personally had numerous near-misses and have been knocked off once due to this. I no longer use the existing shared path when travelling north. No issues travelling south on it). The proposal would not adequately address this issue and is unlikely to improve safety for cyclists.

Hutt Road Cycle path – Submission

120

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Stuart Maitland	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The roads are already busy (both lanes) during rush hour, so moving 1 to a Transit Lane will only shift traffic jams back further for the other lane

Hutt Road Cycle path – Submission

121

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dave Rudge	Karori	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

will require a range of commuincations to support the changes, and hopefully the changes are consistent across the region

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

the value of T2 lanes has to be carefully measured and evaluated. Mana T2 lane did not appear to win over people to the idea.

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

122

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rodney Walker	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Little more distinction maybe required. White lines tend to blur, ensure enough bike and walk painted images on the road to clearly indicate which lane.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Great Idea, still issues between cars/trucks cutting across the bike/walk lanes into businesses, no easy solve, but important to allow access and LOS to everyone.

Hutt Road Cycle path – Submission

123

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jarek Zdziech	Brooklyn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

124

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
James	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Bikes are a hazard and should be banned from roads entirely. The money is best spent elsewhere.

Hutt Road Cycle path – Submission

125

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mark Faircloth	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Fantastic plan. Takes all users into account and has positive impact for most. Will certainly make travelling along this route much safer.

Hutt Road Cycle path – Submission

126

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Allan Wright	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

is there scope for the cycleway to be resurfaced? This is especially needed from the caltex petrol south onwards

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

there needs to be some education so everyone learn and use consistent behaviour in regard to using a bell to warn of approaching bike user, and what the walker should do. Perhaps "please keep left, and step to the left if you hear a bell"

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

it has to be monitored, otherwise no one will follow the rules and the lane become useless

DO YOU HAVE ANY GENERAL COMMENTS?

Good work, lets get on with it.

Hutt Road Cycle path – Submission

127

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Robb Morison	Karori	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

If these change were to go ahead I think it would make things in general more difficult for road, path and bus users

Hutt Road Cycle path – Submission

128

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Amir	Roseneath	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

129

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chris Bowie	Roseneath	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

About time! Most dangerous part of my morning commute by far. Please take any opportunities available to open up sight lines for vehicles leaving premises along the route. Getting rid of parked cars will go some way to providing better vision for drivers but people pulling out into pedestrian and cyclist space is currently an issue along here.

Hutt Road Cycle path – Submission

130

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

131

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Adam Clarke	Karori	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

132

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kevin	Wellington Central	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Sick of your pro-bicycle bullshit and wasting of ratepayer money

Hutt Road Cycle path – Submission

133

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Richard Law	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

The entrances and exits to the Spotlight carpark (near the bridge) are, in my experience of riding the route 3-5 times per week for a year, the most dangerous parts of the entire route, and need a lot of attention. Also consider *how* motorists will be prevented from parking on the footpath (small bollards)?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

Having an actual bus lane, not a T2 lane. The route already transports more people by bus than in private cars.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Give more consideration to a bus lane.

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

134

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alex Norman	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

135

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jane Dancer	Thorndon	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

136

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Pablo Gomes Ludermir	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

T2 lane between 7am to 7pm

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

137

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Matt Isaac	Churton Park	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

138

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David Walker	Kelburn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Cycling is a fad and attracts only a tiny minority. The city relies on roads for the transportation of goods and services, which is done by motor vehicles. Any reduction in motor vehicle flow and parking is going to have a profound effect on the economic viability of the city. Putting in cycle lanes at the expense of parking for the sake of a very few cyclists is madness and will kill a vibrant city. Cycling is a recreational activity and should be seen as such. Council expenditure on cycling should come out of the sport and recreation budget only. There is no economic argument for spending large amounts of money on such a small minority whose only positive claim is personal health benefits, which can be achieved more efficiently by other means. It is totally unnecessary to provide cycle lanes to the minuscule number of commuting cyclists. WCC has been hoodwinked by a very vocal cycling minority. The propaganda that cycling activists have been espousing is

shameful and councils acceptance and promotion of such nonsense is appalling.

Hutt Road Cycle path – Submission

139

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
		Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

140

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Clear sight lines needed for vehicles leaving businesses and crossing the path

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

141

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Timon	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This section has been the worst part of my daily commute for many years. The driveways, parked cars and poor visibility provide many heart stopping moments. The proposed changes look like a great improvement!

Hutt Road Cycle path – Submission

142

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Gareth Worthington	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Between the Caltex and Aotea Quay overbridge, the cyclepath should run behind the buildings along the gravel (which will need to be upgraded to smooth seal) road that is already in existence along the railway lines. Access arrangements could be worked out with Kiwirail to ensure they can still maintain the tracks, but this would solve the key issue of cyclists crossing dozens of driveways and allow Hutt Road to otherwise stay the same i.e., no need for removing parking or a T2 lane.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

See earlier comment re cycleway running behind the buildings along kiwirail gravel road.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Any works need to be done to a sufficiently high standard, and maintained. There should be no ability for anyone i.e., utilities to dig up and patch the path, as it is never done to the same standard.

Hutt Road Cycle path – Submission

143

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Adam Jang-Jones	Newtown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

144

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David Austin	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

145

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

146

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David McGahan	Miramar	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Fantastic proposal. I only seasonally cycle but the improvements especially to safety (no cars parked on the footpath, etc) are likely to encourage me to cycle along this path more often.

Hutt Road Cycle path – Submission

147

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
John Baddiley	Wadestown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

148

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Karaka Bays	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

149

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Wayne stevens	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Ensuring that a new cycle lane is created all the way into town not just to the overbridge.
As someone who cycles this route daily I've found 2 main areas of risk (1) vehicles exiting and occasionally entering businesses alongside of the hutt road (particularly at spotlight where it is darn dangerous) and (2) vehicles turning into the angle parks between Davis street and the pedestrian crossing near the gateway shopping centre (have received broken arm from car who collided with me - driver at fault - when accessing the parks that are available from 9am but people often park earlier). Have also had other near misses here

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

I think the parking on the road at 9am (if this is the time proposed) will create significant congestion as still lots of traffic at this time

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Make the transit time period longer

DO YOU HAVE ANY GENERAL COMMENTS?

The route at present is dangerous (having previously had an accident where a car hit me and broke my arm) and there are numerous areas of risk. This is a high cycle use area and we need action to deal with the risk but let's not stop at the overbridge as some of the greatest risks are on thorndon quay.

Hutt Road Cycle path – Submission

150

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kristine ford	Brooklyn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

151

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jason Govenlock	Wellington Central	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Ideally there would be some form of kerb separating people on bikes from people on foot.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This project looks like a good opportunity to revitalise the area, and make it safer for cyclists and pedestrians.

This project will encourage more cyclists to ride between Wellington and Lower Hutt, both for commuting to work and for recreation.

This project will also help to improve Wellington's resiliency, and provide a better alternative route for people travelling out of Wellington in the case of a civil emergency such as an earthquake.

Hutt Road Cycle path – Submission

152

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

153

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

T2 lanes do not work effectively, Check out the debacle that happened at Mana Esplanade over a sustained period of time.
There are many cyclists that refuse to use the existing cycle lane because of traffic exiting the businesses on the Eastern side of Hutt Rd so why not put the new cycle lane on the Western side.

Hutt Road Cycle path – Submission

154

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Crofton Downs	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I have concerns regarding the changes to parking times that will impact people who park around the area and catch buses to the Hutt/Porirua. I used to do this as buses from where I lived were not that compatible and it was far quicker to drive down and catch bus from Kaiwharawhara.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Na

Hutt Road Cycle path – Submission

155

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Simon Morton	Northland	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

156

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Cameron Sharpe	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

More urgent need to improve the link North of NgaurAnga, between hutt and Wellington

Hutt Road Cycle path – Submission

157

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
S Taylor	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
Moving all parking to the roadside. Current proposal leaves some car parks on the footpath, creating a hazard for cyclists and pedestrians as cars come and go.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes
Consider moving all parking off the footpath/cycle way and onto the roadside.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)
Move all parking spaces to the roadside

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

More detail on how bikes will cross at the Ngauranga intersection would be good. Currently some danger from having to merge when going north from Hutt Rd onto SH2 and south from SH2 into Hutt Road.

Hutt Road Cycle path – Submission

158

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

159

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrew Bartlett	Strathmore Park	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Both pedestrians (particularly) and cyclists often ignore such markings but few other practical options over that distance.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Driveways will remain a challenge. Connection between off-road path down SH1 and hutt road is still poor. It seems cyclists are expected to ride down SH1 with the traffic.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Great to see progress on this path. I've only ridden it once, on a ride back from kapiti to the city, and while OK, and better than just being on the road it felt like the path was a bit of a mess. As well as connecting to the hutt, also consider this as part of what is actually a fairly continuous set of off-road paths from kapiti to the great harbour way. (Tawa to Johnsonville being the main missing link)

Hutt Road Cycle path – Submission

160

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bernard OBrien	Wadestown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

161

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

This is poor use of both rate payer and taxpayer money

Hutt Road Cycle path – Submission

162

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

A ridiculous waste of ratepayer money on a small minority of hobbyists who pay no road tax and create chaos. Spend our rates on improving the roadway for the vast majority of users, being buses and cars. This proposed work will create an absolute mess and will not benefit Wellington commuters.

Hutt Road Cycle path – Submission

163

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Trevor Hughes	Karaka Bays	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Cycling is not a sensible mode of transport for commuting in Wellington given our climate and topography. It is a minority interest that is receiving far too much time and expenditure from the Council.

Hutt Road Cycle path – Submission

164

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Fed up with WCC	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

These roads have been paid for by the people. Quit taking chunks of them away for an annoying but vocal, lycra-clad minority

Hutt Road Cycle path – Submission

165

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jeff Hanson	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

166

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Aidan Copps	Thorndon	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)
Make sure the parks are easily identified and separate from the stream of traffic and cycleway. The parking in the cycleway on Victoria Street does not work.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

167

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Lyn Garrett	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This is an excellent initiative. In terms of the whole trip into town, the next phase (Hutt Road to the city) is going to be critical, and I'd like to see more detail about that as soon as possible.
It's not entirely clear how the trip north will look when cyclists get to Ngauranga, and there's some messy details for cyclists around the Smiths City area when coming down Ngauranga Gorge.

Hutt Road Cycle path – Submission

168

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Darren Stafford	Wellington Central	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

My general comment is that in this whole process where there are lots of ideas and proposals and new thinking, i am yet to see one piece of research that tells me how many people cycle to work on good days or bad via this area. Having lived in Wellington for over 10 years, I know that the weather is often not conducive to anything other than car travel (and yet i walk to work in the most part).
If the council took the time to note how many people currently travel into works on bikes, and how many people might in the future, then i might consider things differently but this whole consultation process seems bereft of justification why ratepayer and taxpayer funding should be spent other than "nice" statements about benefits of cycling - even if it was never taken up.

Hutt Road Cycle path – Submission

169

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Glyn Maddock	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Stop slowing traffic down and if you are going to enforce cycle lanes and changes on us like the communist state you are enforcing then ban cycling on roads and limit to cycle lanes only. Don't agree with t2 lanes and limited parking, looking at yeh Mana express way joke and clog. Make arterial routs with no parking permanently and move cycle lanes off roads and don't make balls up in designs like you have in island bay. This council is becoming a laughing stock and run by big headed people, with zero connecting with reality

Hutt Road Cycle path – Submission

170

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Peter Pigou	Wadestown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

171

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Hataitai	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

172

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
R W Armour	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

How many people actually use bicycles on this route, very few is my guess. Why take 25% of the available width for such a small number of people and limit available space for vehicles?

Hutt Road Cycle path – Submission

173

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

to have the ability to have a path wide enough to accomodate a small street cleaner to keep the path clean. All to often theres broken glass etc on the existing path. this is in addition to clearly seperated paths from traffic and foot traffic

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

to keep all three modes of traffic (pedestrian, cycle and motor) seperate from each other

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

please do this properly. The pathetic island bay cycle way is far from what safe cycling should be and has made life difficult for all involved. Stop the obsession with european city cycle models. I have lived in many cities across europe and have found they adapt to their own needs over time with good foresight and precise planning. I realise you want to push things through quick as elections loom for all, but rushing these things through, as it appears you are, puts people at risk. As someone who grew up cycling across a lot of european cities, I find the model put in place in wellington (johnsonville, island bay and victoria street in particular) as dangerous and not planned properly.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

174

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Iain Colligan	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Yes - I think the council has lost the plot where cycleways are concerned. Particularly the idiotic green strips at traffic lights. I resolutely and whole-heartedly oppose the undemocratic way an anti-car agenda is being implemented. My vote in the upcoming elections will be cast for whoever intends to put a stop to this nonsensical greenwash of our city's roading network.

Hutt Road Cycle path – Submission

175

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David	Vogeltown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
A low kerb easily mounted by pushchairs etc, to be a physical reminder of the different lanes and also to catch any puncture causing debris that may scatter into the bike lanes.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

176

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Brock Goodison	Newtown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Yes, but symbols to remind users which side is for pedestrians and which side is for bikes should be frequent.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

177

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tom H	Newtown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

In this instance, yes it is. But not always.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

At the start of the video there is an overlay that suggests that cyclists can scoot along to the first intersection and pop out in front of busses in the bus lane. Should cyclists have to give way there?

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

The great thing about this cycle path is that it's just an upgrade - the room for it already exists. Do it! 400 cyclists per hour at peak time!

Hutt Road Cycle path – Submission

178

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sarah Fox	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Too much money is being spent of cyclists who do not contribute toward upkeep of roading. Roads are for transportation by motorised vehicles, not cycles. Cycles are for occasional recreational use, not for business transport, not for commuting. While Wellington Council is desperately trying to apply social engineering policies, my recommendation is that you consider business policies instead that will ensure continued employment for your ratepayers.

Hutt Road Cycle path – Submission

179

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jason McCrystall	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

With signage and an education campaign it should be sufficient to educate all uses - Share the space and cyclist will need to ride considerately aswell (Not a race track)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Issue i have concerns about is people exiting the buses and have to walk across the cycle way.

DO YOU HAVE ANY GENERAL COMMENTS?

Will be better that existing - I commute daily this way and can this as a big improvement - not sure how the staff that currently park outside their work will take this as a lot start before 9am.

Hutt Road Cycle path – Submission

180

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ruby Grant	Seatoun	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

The speed bumps for people coming in and out of driveways is a really good idea; it's these people who typically don't see cyclists

Hutt Road Cycle path – Submission

181

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Hamish Gordon	Northland	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

One issue that does need addressing are the crossing of driveways and side roads along the route. People are lulled into a false sense of security when riding on the cycle path, but in my experience cars can come out of these driveways which can be a bit unsettlingly even for an experienced cyclist

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This cycleway is long overdue for an upgrade and appears to be very popular with cyclists.

Hutt Road Cycle path – Submission

182

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Brendon	Te Aro	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Excellent part of Wellington's commitment to support active methods of commuting and reduce city congestion and carbon output.

Hutt Road Cycle path – Submission

183

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jean Beetham	Brooklyn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Fantastic to see this type of improvement for Wellington. Such a busy cycle way and so poorly designed at the moment. I have lots of friends and family who use this road to cycle and really want the safety improved for them (some have had accidents/near misses with vehicles in this area). Great to see the T2 lane and improvements for buses also, as well as the re-prioritisation of parking. This is the kind of change that will re-balance the transport system and give people better transport choices, while making the city much nicer to live in. Well done!

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Geoff	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Limit kerbside parking near driveways so that visibility of cyclists to cars turning in is maintained.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

185

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
removing obstacles, so using the cycle lane is preferential to using the road for faster cyclists.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
maybe some sort of bumps

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

186

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nigel	Te Aro	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

The separation between cyclists and walkers needs to very clear

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

General car access should not be restriced.

Hutt Road Cycle path – Submission

187

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bianca Mueller	Grenada North	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

This plan is not thought through properly and seems to be put up for consideration because the time is right to push poor planning through. This will create more congestion - particularly the T2 lane which will force the same amount of traffic into one lane - long commutes equals aggression on our roads

Hutt Road Cycle path – Submission

189

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nicole Wijngaarden	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

190

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Miramar	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

191

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Julia	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

cycle paths only work if cyclists actually use them. There should be clear signage and fines in place for cyclists not using cycle paths. I am not anti-cycling and always give cyclists plenty of room, however current marketing targets vehicle users as those in the wrong and there doesn't seem to be any acknowledgement of the many ignorant cyclists out there who refuse to use perfectly good cycle lanes when they are available and act dis-courteously towards other road users.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

removal of car-parking will dis-courage people from walking to work. For example, I live near the top of Onslow Road and at times drive down the hill (as there is no safe pathway to walk down) park on the hutt road and then walk to work. Many other peop

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

painted pictures to show who goes where

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

Buses to/from Onslow Road/Homebush area in Khandallah are infrequent and already over-crowded. If the use of bus lanes is likely to encourage more people to use buses then additional buses during peak hours should be scheduled

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

see previous comments about enforcing use of cycle lanes for cyclists. No excuse for using the road when there is a perfectly good cycle lane - this just puts cyclists at un-neccesary risk and causes stress to drivers

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

see previous comments re bus frequency/overcrowding

DO YOU HAVE ANY GENERAL COMMENTS?

Please be mindful of the local wildlife (Takahe) that live on the banks of the Hutt Road during any works.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
		Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

193

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Brendon	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
Cars offend park over the current walk/cycle way when trying to get into the road. How can this be fixed?
Also the child care pickup and drop off is dangerous because the cars open their doors without looking.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)
I would prefer all parks were removed

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Smooth out the driveway bumps, stop cars stopping over the cycle/walk way when turning into the road.
Stop cars coming from the road pulling into driveways directly. Make then travel down to a roundabout to get access to the other side

Hutt Road Cycle path – Submission

194

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Roseneath	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
Please consider ensuring that bikes and pedestrians don't have to share the same pathways anywhere. They don't go well together.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)
all long as people don't have to continually watch for bikes.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

195

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Lyall Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

196

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
B davies	Broadmeadows	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Great to see focus on cycle safety and bus transport time pushing people to public transport easily g traffic and congestion. Bus use will increase if bus lanes improve speed which is great for everyone

Hutt Road Cycle path – Submission

197

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alexander Elzenaar	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

198

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Shane mann	Churton Park	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The cycle way in island bay has failed and is a huge hazard for cyclists and motorists. (Injuries and accidents have multiplied!)Please don't create the same problem on hutt road

Hutt Road Cycle path – Submission

199

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jools m	Churton Park	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

200

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Amelia	Newlands	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

201

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Stella White	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I do not support any proposal where bikes can continue to share the footpath with people walking. Cyclists are currently cycling at the speed of the cars on the road While riding on the footpath. A line will not change that behaviour. The council is not doing enough to ensure walking is safe.Cyclists belong on the road. They currently have a choice, footpath or road and the proposal isn't doing enough to say that cycling will only be tolerated on either the footpath or the road. This proposal will just give cyclists a third option. And when will the council fix the lethal conditions faced by both cyclists and walkers trying to cross hutt road at the bottom of Onslow road? It is very unsafe, the council permitted a housing develop there without creating safe footpaths. It's an embarrassment to see people walking down Onslow road on the road because a footpath isn't in place to support them to walk safely.

Hutt Road Cycle path – Submission

202

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chris Meyer	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
How bicycles get to and from onslow road and the cyclepath safely

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

The cyclepath will be much more useful and safe with the removal of the light posts and changes in bus shelter. From biking perspective it would good to consider how the surface will be maintained to avoid pot holes and changes in quality of the path after various contractors do work on it.

Hutt Road Cycle path – Submission

203

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kate Whitwell and Adam Lewis	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
The surface of the cycleway will be important for cyclists. Regular road cyclists will be more likely to use the cycle path if the surface is smooth and well maintained.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Great to see that other modes as well as cars are getting some real attention. We are cyclists, pedestrians, car drivers and bus users at various times. It's great to have all choices given equal consideration.

Hutt Road Cycle path – Submission

204

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

A Park and Ride area should be set up close to Kaiwharawhara for all the people who live north of Nauranga Gorge, don't want to have to, or aren't capable of riding up and down the gorge, but still want to be able to bike or walk part of the way into work. Therefore, I would like you to consider adding more parking not taking it away. I would also like you to consider making it compulsory for all cyclists to use the cycleway, as mixing cyclists and cars at speed leads to accidents.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

A Park and Ride area should be set up close to Kaiwharawhara for all the people who live north of Nauranga Gorge, don't want to have to, or aren't capable of riding up and down the gorge, but still want to be able to bike or walk part of the way into work. Therefore, I would like you to consider adding more parking not taking it away. I would also like you to consider making it compulsory for all cyclists to use the cycleway, as mixing cyclists and cars at speed leads to accidents.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

A Park and Ride area should be set up close to Kaiwharawhara for all the people who live north of Nauranga Gorge, don't want to have to, or aren't capable of riding up and down the gorge, but still want to be able to bike or walk part of the way into work. Therefore, I would like you to consider adding more parking not taking it away. I would also like you to consider making it compulsory for all cyclists to use the cycleway, as mixing cyclists and cars at speed leads to accidents.

DO YOU HAVE ANY GENERAL COMMENTS?

It is important for everyone's health and wellbeing to encourage multiple safe transport options for the commute to work, walking, cycling, public transport and private cars, but please give consideration to those beyond Nauranga Gorge who want the option to drive and park south of the gorge and then walk, bike or bus into the CBD. Let's provide more parking options for these people.

Hutt Road Cycle path – Submission

205

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andy Smith	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Painted lines are great, but signage (such as the uk example of reminding cyclists to ring their bells when approaching certain points) and barriers may be useful around key choke points such as bus stops. Greater use of the green surfaces to highlight cy

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Consider lowering the speed limit on the Hutt Road to 50km/hr for the entire distance. The current variable speed limit is not suitable and out of character with the rest of the urban road network - particularly for such a short stretch.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Angle parking is a nightmare for cyclists - it is being banned in many UK cities. Where it is needed, make it reverse angle parking so that cars have full visibility before they enter or exit a park - front angle parking doesn't work.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Please use signage and education on what T2 is. The majority of motorists have no idea what T2 stands for.

DO YOU HAVE ANY GENERAL COMMENTS?

I am a daily commuter along the Hutt Rd, normally by bike and sometimes running. The current path is very hazardous and I experience near-misses with cars or pedestrians at least once per week. Widening the path, fixing pinch points, removing street furniture, opening up visibility are all positive changes and I fully

support them. Can't wait to see this all built.

Hutt Road Cycle path – Submission

206

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jim Morgan	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Euan Wright	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Ensuring there is some regulation to force cyclists to use the facility and obey road rules

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Cyclists who ride full speed and swerve around others going slower are not going to be stopped by a white line

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

208

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nick Somerville	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I think this is wonderful. Great proposal. The main thing would be to ensure that there are good connections to the proposed cycleway along the road to petone.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ataria Sharman	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I think making the cycle and pedestrian lanes bigger is great and forward thinking.

Hutt Road Cycle path – Submission

210

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kate	Wellington Central	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

public education to help people consider others sharing the lanes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Brilliant that a cycle-way is being considered. I travel on bus but would definitely cycle if a safe route was an option

Hutt Road Cycle path – Submission

211

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Murray Shadbolt	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

People will still wonder across the shared space, especially runner overtaking walkers. But a painted line is a good reminder to remain left.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

May need to build a shelter further up the Kaiwhaiwhai road by Courierpost for bus commuters no longer using removed stop.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Review sight lines after a year to ensure people leaving properties/businesses eg placemakers, can see oncoming traffic.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Widening the bridge, smoothing the path and removing street lights will make a significant difference. The bike crossing at bottom of Kaiwhaiwhai should also be available to runners to use.

Hutt Road Cycle path – Submission

212

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Evert Van den Berg	Churton Park	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

A slight difference in height (10-15 cm) or a curb to physically separate the two streams

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

See comments made for pedestrians

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Good ideas. I hope something similar will be done for the sector between the railway bridge and the train station

Hutt Road Cycle path – Submission

213

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Gajan	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Rd is far to congested to accomodate on street parking (i.e. removal of a lane). Even if a clear way during peak travel times, off peak travel times sees some fairly significant travel times. A better approach for cycle lanes would be to consider creating new passageways between railway lines and the existing footpath.

Hutt Road Cycle path – Submission

214

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mark Field-Dodgson	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

It's much better than the current situation, but there may still be issues with some cyclists who cycle too fast around/too close to pedestrians.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Moving parking from the back of existing path to the road will make things much safer for bikes and pedestrians. Reducing the number of car parks will presumably create problems for some of the businesses fronting Hutt Road.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

215

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Matt Bull	Tawa	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Parking at the bottom of Ngarunga Gorge
No speed bumps into driveways - takes too long to cross in front of cyclists

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Is this a two lane cycleway? I would suggest it has a dash'ed line down the middle to simulate road conditions.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

More parking capacity at Ngarunga Gorge.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Good initiative. Can't wait to see the connection from Ngarunga Gorge ALL the way to Tawa, linking to the existing track from Tawa to Porirua. This will encourage more cyclists (like me) from the northern suburbs to ride rather than drive.

Hutt Road Cycle path – Submission

216

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Matt Johnston	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

The proposed changes north of Ngauranga to Petone include a cycle route on the seaward side of the railway. There seems to be no consideration in the proposal for changes to the south of Ngauranga route to integrate and connect with the current north-bound route and the proposed changes to the area between Ngauranga and Petone. Additionally, how will this work with an overall cycling structure for Wellington as a whole? Unlike motor vehicle infrastructure, which currently functions by incremental changes, cycling infrastructure functions best with an overall strategy and overall, integrated change. Therefore this proposal needs to be kept in context with an overall cycling strategy and functional planning for cycling access.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

I am a cyclist but have not used this route for a year. Cycling needs to be considered in an overall context, not incremental change. An example is Melbourne, which made overall functional changes to cycling infrastructure which has now improved the overall commuter movements through reduced congestion. To create this route, without an overall Wellington-Porirua-Hutt Valley cycling strategy for infrastructure change to improve cycling, is going to prove counter productive. You need an overall strategy, not performing incremental change at certain points.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

To create a cycling infrastructure, an overall strategy affecting Wellington, Porirua and Hutt Valley needs to be created, with a timeline and commitment to the developments. Cycling cannot be positively affected by incremental change, no matter what is done to the route south of Ngauranga. The key example is Melbourne, in their adoption of the cycling routes and accesses that were developed with an overall cycle commuting and transit strategy; the impact on the city of Melbourne by adopting this strategy has been positive. The topography and the culture of transport in Wellington shows we need an overall strategy, not just a strategy affecting one area at a time. Overall the changes are reasonable for cyclists like myself; but if this route fails to integrate with changes to the cycling capability north of Ngauranga to Petone and Hutt Valley, if it does not integrate well into traffic within Wellington City and if it is not part of an overall strategy for cycling throughout all three cities, then it will not be utilised by cyclists enough to justify the expense and effort in building the changes to the south of Ngauranga route.

Hutt Road Cycle path – Submission

217

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bruce Roberts		Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

A yellow line between walkers and cyclists. Walkers tend to wander (especially those with ear phones) and often drift into the path of cyclists on shared pathways. Clear definite demarcation is needed between cyclists and walkers

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

see my previous comments

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

T2 failed in Mana, will it work here? perhaps a bus lane at peak hour and clearway other times

DO YOU HAVE ANY GENERAL COMMENTS?

A good plan overall. Much better than the current situation. Be a good idea to include hutt valley in your list of suburbs below. Many users of this road/path come from that direction

Hutt Road Cycle path – Submission

218

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Matthew Cole	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Cyclist going North should not have to switch to the wrong side of the road, there should be a cycle lane on both sides the road at least until Kaiwharawhara Road but preferably all the way to Ngauranga. It is ridiculous to expect cyclists to cross a major road for about 800m and then cross back and it also stupid to have cyclists going in both directions on the same path and finally cars crossing the cycle lane are generally not expecting a bike traveling north and often don't seem them

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Need to sort all the way along Hutt road and Thorndon Quay

Hutt Road Cycle path – Submission

219

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ali Phillips	Woodridge	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I am so excited about this - I have been biking into the city from Newlands since September last year and welcome any changes to increase the safety for cyclists on this route. I hope that the changes would encourage more people to use their bikes which will help with traffic congestion and make Wellington a better place to live!

Hutt Road Cycle path – Submission

220

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anthony Dowd	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

A white line does nothing to stop pedestrians crossing into cycle lanes. Physical separation is a better option.
If you are heading out of town from Thorndon Quay, how do you join the cycle lane?
If you are heading into town this section just past the Aotea off ramp and Thorndon Quay is very narrow and contains street lights. Any improvement here?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

As long as they stay on their footpath. Which is unlikely

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

Please refer to my comments earlier comments

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

221

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jim Webb	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I use the bike path every week day. the biggest hazards I find are drivers not looking when they pull out. The improvements look good.

Hutt Road Cycle path – Submission

222

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sam Kempthorne	Brooklyn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Make the T2 lane a peak hour bus lane, to improve reliability f bus services.

DO YOU HAVE ANY GENERAL COMMENTS?

I Support the development of the cycleway

Hutt Road Cycle path – Submission

223

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Marc Rands	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

224

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Richard Hardie	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Please consider the issue of vehicles in the north bound lane turning across the rush hour traffic and into business on the motorway side of the Hutt Road. Currently, it is very hard for cyclists to see the difference between when the traffic has stopped because it is rush hour and when it has stopped to let someone whip across the traffic and into their work.

A small speed bump or curb would force these crossing vehicles to slow and look for cyclists before proceeding across the cycle lane.

Also, please consider how cyclists access the new cycle path from the south. Currently, getting from Thorndon Quay across to the start of the cycle path (where Tinakori Road meets Thorndon Quay) is a nightmare. It's much easier and safer at the moment to stay on the northbound road until the Ngauranga lights. Getting across to the cycle way needs to be solved for north bound cyclists.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

As a cyclist who uses this route daily (commuting from Naenae), I'm very pleased to see progress being made on solving the issues on this stretch of road -- in my opinion, this part of the route to and from Wellington is far more dangerous and frustrating for ALL users (bikes, walkers, cars, busses) than the stretch from Ngauranga to Petone.

From a cyclist perspective, one of the big challenges for those designing the new pathway is understanding that the range of speed that different commuting cyclists travel at is huge -- from those who are coming in wearing work clothes at a stately 20kmh to those using the commute as a training or intense exercise opportunity who can reach speeds of over 35kmh. Both are valid users and the 3m wide pathway should accommodate them. However, any obstacles or barriers that are put on to the route will only force the faster riders back onto the road... please keep this in mind as you consider a final design.

Hutt Road Cycle path – Submission

225

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Marc	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Please reconsider the discounted option of simply sealing ther KiwiRail access lane and building a 1m fence between that and the rail line. I have viewed the area and there is plenty of room. This has worked very well at Linden to Kenepuru. This option could be used for cyclists only, leave all the parking in place, and save the cost of moving poles, resealing etc. It will also eliminate crashes from vehicles crossing entirely whereas the proposed option won't.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

1. Please consider the cycle/walkway extending to cross Westminster Street so that cyclists and walkers have right of way. The traffic data clearly supports that the number of cycles/walkers well exceeds vehicles entering/exiting that street. This will increase safety at peak times and have little effect on vehicles.
2. Please ensure that the entry and exit points are built so that cycle speed can be maintained especially on entering the cycle lane off the bottom of Ngauranga Gorge where higher cycle speeds are common.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Consider unlimited parking being added to the hill side of Hutt Road, becoming a clearway from 4.30pm-6.00pm. The traffic volumes indicate that this is worth looking at. With the train no longer stopping at Kaiwharawhara this area is hard to get to.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I support the changes but am of the opinion that the two discounted options of using the Kiwirail land or moving the cycle lane to the hillside are significantly better.

There is plenty of room on the Kiwirail land and would simply replicate what has been done between Linden and Kenepuru. No lighting would be required as the motorway lighting illuminates this area. All it would take is a 1m fence and sealing the metal road that is more than a lane wide now. This must be cheaper and better than the proposed layout that affects carparks, costs money to move power cables and poles and still will not fix cars driving in front of cyclists.

As seen in the video there are vans that stop and pick up workers who park by Jarden Mile. If there is no place to do this they will simply park and block the cycle way. Most are very careful and considerate but these changes may cause them to park unsafely.

Hutt Road Cycle path – Submission

226

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Matthew Fowler	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

the bike safety around the child care centres, particularly the two drive ways into and out of Early Years.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

And make sure the T2 is enforced. I'd actually like to see three people in a car to use this. And the T2 lane needs to continue to the Railway Station

DO YOU HAVE ANY GENERAL COMMENTS?

A great initiative. I'd had way too many close calls down here. Be bold, back yourself and make this happen

Hutt Road Cycle path – Submission

227

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Debbie Sole	Tawa	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I work at Placemakers, there are approximately 60 employee's here. If we lose our parking facility it then becomes 'open slather' for any member of the public to take the few parks we will have left. We are constantly having problems with the public parking in our allocated parks; they pull up, park, get their bikes out and then ride into town for the rest of the day (in effect getting the best of both worlds). I am paying for road tax to drive to work but have less rights than a cyclist. It's not like there are many options for us to park in.

Hutt Road Cycle path – Submission

228

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Allan Rowlands	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Cyclists and Pedestrians should be able to co-exist. A cycle bell would be a good asset.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Have you given any consideration to the current debacle at the bottom of Ngauranga Gorge where people park up and commute into town in shared vehicles. Transiting cars / vans and people need to be accommodated.

Hutt Road Cycle path – Submission

229

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tim McNamara	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
Speed of bicycles around play centre, and there will be less time to react to vehicles pulling out of driveways.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

This is great. A very bold move.
Removing lamp posts and moving the bus stops to the roadside will significantly improve safety.
As someone who has cycled that route many times, one thing that bothers me the most is the uneven surface. All of the driveways make for a very bumpy section of the route.

Hutt Road Cycle path – Submission

230

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Angela	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I cycle to work and have no problem with th eway the roads are now.

Hutt Road Cycle path – Submission

231

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jacqui Gregory	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

232

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrew Reinders	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Awesome work, fantastic. I've been cycling this route for 23 years on average 3.5 das a week, it's definitely very dangerous, and this is rarely a day when I'm not swerving, taking evasive action or cycling around a vehicle blocking the path. Can't wait to see it completed!

Hutt Road Cycle path – Submission

233

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Henry peach	Mount Cook	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Yes, as a first step. In Copenhagen they have two slightly different levels for pedestrians and cyclists which helps remove the temptation to cycle into the pedestrian space.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

I hope the cycle trail is clearly marked the whole way along. Currently, in parts it looks like it's not a cycle path/cyclists shouldn't be there, which I imagine discourages use.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I drive, cycle and walk in this area and strongly support the improvement for cycling and the T2 lanes. This looks like a pretty moderate intervention so please don't weaken it!

Hutt Road Cycle path – Submission

234

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anna Clarke	Karori	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
You have noted that some parking will be restricted during 7-9am commute times, but have not considered doing the same for the evening commute times. I would wonder why this is, and if it could be changed.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

235

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Pete	Woodridge	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Ross is busy enough in peak time without restricting one of the lanes

Hutt Road Cycle path – Submission

236

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Fiona Hodge	Northland	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Planted boxes can be nice. These were used in downtown Vancouver

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

237

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michael van der Gulik	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

To be honest, the Hutt Rd part of a Lower Hutt to Wellington commute is one of the best bits of the route. An Aotea to city centre cycleway would be far more appreciated. Thorndon Quay and Aotea Quay on a bicycle are SCARY. Please do that first!

Please ensure that the path remains level. One exceptional annoyance as a cyclist is that the cycle path goes into a gutter and back up again when you go from cycle path to road, or across driveways. If possible, please smooth this out.

Please provide some mechanism for us to report blockages on the cycleway - in particular from road contractors putting temporary traffic signs on the cycleway.

On the cycleway, please clarify right-of-way. Trucks and cars turning out of businesses on Hutt Rd will instinctively stop across the cycleway to check for traffic before turning on to the road, and when I was a user of the existing cycleway this occasionally meant I had to stop for them.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Bit severe; poor businesses! A 4m wide cyclepath is wasteful; 1.5m is considered luxury and a footpath doesn't need to be 2m across.

The video shows driveway verges cutting in to the cycleway. Is it possible to build the verge ramp out onto the road a little bit instead of cutting into the cycleway?

Please provide some mechanism and guidelines for us to report people parked on the cycle lane. It will happen a lot.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

238

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Stephanie	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

There is a childcare centre and club/sports practice areas along this stretch of the road, meaning that young (and unpredictable) children could potentially be crossing the bike and pedestrian paths. Maybe there need to be good warning signs for cyclists

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

That some cyclists may speed up if the biking conditions are better for them, and this can create safety issues for other users if not managed or moderated in some way

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This will be absolutely brilliant for cycling commuters. I cycle commute on this road on occasion but I feel it's dangerous for me and for pedestrians at present. I would definitely use it more if I felt safer.

Hutt Road Cycle path – Submission

239

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Margaret	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Needs to be maintained and adhered to.
Will cars park in the pedestrian area in off-peak hours or in the T2 lane? Not explained clearly in the description or route walk-through video.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Still areas of congestion such as Ngaio gorge intersection with all the traffic light masts and other poles and people crossing - will this be widened?
New layout has not dealt with issues of driveways across bike lane. Perhaps markings for the cars waiting to get out 'cars wait here' so the cars do not sit in the middle of the lane while waiting to get out into the traffic. Visibility for drivers should be improved once parking is gone.
Consider possible suggested speed limit signs or 'slow down/slow area' signs for bikes around areas of congestion/conflict such as Ngaio gorge intersection.
Underpass needs designated lanes painted as it is a blind corner - to guide traffic going either way e.g. inside walkers, middle bikers going south and outside bikers going north or at a minimum it needs a 'keep left' sign for bikes. I often bike/walk the opposite way to the predominant peak flow and have just about been hit there a couple of times. I always slow down to walking speed to check around the corner but most bikes blast on round. Speed sign would be good here too or 'blind corner watch out' type sign.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Not sure I understand where the parking goes.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Not sure what it is supposed to help with (traffic wise). People accessing businesses along that road also need to use the inside lane and may not comply with T2 rules. Could add to unnecessary changing lanes which may add to traffic congestion.

DO YOU HAVE ANY GENERAL COMMENTS?

Great that something is being done - be good to separate bikes and walkers as it is not safe for walkers at the moment. More room and removal of the light masts, especially in some sections, is a must.

Hutt Road Cycle path – Submission

240

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Allan Holden	Tawa	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

One of the most important things is that the finished surface should be as good as the road. This includes avoiding sharp bumps at the edges of driveways. The present cycleway has many of these and especially south of Aotea Quay the surface is very rough

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

While I don't ever park along Hutt Road and I believe businesses should not expect to use public space for their business or staff parking, there will be a need for parking and the proposal essentially includes none during peak hours.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

This should be a significant upgrade especially for cycling facilities in this area and is a good first step towards improving cycling access from northern suburbs

Hutt Road Cycle path – Submission

241

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Simon Shaw	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

These improvements can't come soon enough. Removing the conflicts with cars and poles will be a huge improvement.

Hutt Road Cycle path – Submission

242

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nik bernhard	Brooklyn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Proposal looks well thought out, so I support it. I would like to do this route by cycle, but have been put off, so usually take the motorbike, or worse, sometimes the car, as I currently don't feel safe enough to do it by bike. I am entirely competent on a bicycle, it's just the unknown factor of what other people will do, that stops me.

Hutt Road Cycle path – Submission

243

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Marco	Churton Park	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Moving the lampposts off the bike lane and the other upgrades are a great idea. It should get more bikes off the road and onto the bike lane. I am concerned about the loss of parking for staff who work in this area and those that also park and bike or park and run or walk into the city. Removing the parking will decrease the number of active people and force them onto buses. This is the opposite of what we want. We got it wrong with banning bikes from trains, let's not do that again.

Hutt Road Cycle path – Submission

244

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sheila Hart	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

How to improve safety when it comes to cars pulling in and out of the driveways across the shared path.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I think this is great. Taking the parking off the path to make more room. Currently most of the path (particularly the southern end) is too narrow with too many obstacles that I feel it is safer to ride on the road.

Hutt Road Cycle path – Submission

245

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Paul	Kaiwharawhara	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Having dedicated areas on the pavement separating foot traffic and bikes makes good sense given the increasing volume of people cycling into/out of town.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

The problem for bike traffic is no dedicated lane as you hit Throndon which this plan isn't addressing

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Taking a lane out for parking will in my opinion add to congestion and introducing T2 is just interfering with optimum traffic flow and might be trying to address a problem which doesn't exist. For people driving out of Rangioria Avenue you will make turning right more difficult (and dangerous) as your restricting traffic to be one lane wide with the exception of a 2 hour period.

Hutt Road Cycle path – Submission

246

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Karina	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

The cycle lane is already an issue. We take this ride everyday to our child's daycare and having to wait for cyclist to pass can be very dangerous as you have cars behind you who need to break fast. I am usually resentful to cyclist but this road is different they use the road as well as the footpath as you can see in your video. Be so much easier if they just road on the other side of the road

Hutt Road Cycle path – Submission

247

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Kelburn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The use of bus lanes for cyclists is flawed as buses are held up by the cyclists. This is also the case in many other parts of Wellington. In my view the monet spent on cyclists is not justified. I doubt if there is any cost benefit analysis that would justify the amount of money spent on cycling.

Hutt Road Cycle path – Submission

248

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
ralph johns	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

well done. and about time. i've been commuting along this route for 15 years, during which time the number of cyclists has increased a lot. it's great to finally see these safety and amenity improvements. interested to see how it will continue along Thorndon Quay - get rid of the dangerous angle parking, and provide clearways in both directions at peak times.....

Hutt Road Cycle path – Submission

249

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Julia	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

These changes are great. I don't have a solution but would like to question whether any thought has been put into traffic turning from the opposite direction into places such as animates and carters? On almost a daily basis I or others allow right turning traffic to cross in front of me to turn into those places while traffic is at a stand still - but hold my breath as a cyclist zips up the cycle lane in front of the cars turning in. The cars turning in have very little visibility of the cyclists. Perhaps putting yellow clearway paths a few metres back from these entrances could help or a dedicated u turn area further up so traffic has to make a left turn to enter (and no crossing median strip) could help. I see it as an accident waiting to happen if something isn't done to help with visibility.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

See previous comments, pedestrians not so bad due to them not appearing at such a speed, however still an issue

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Needs to be clearly marked as cycle and pedestrian frequently - particularly for those outside the area using the cycle way that aren't used to it

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

Are the t2 lanes going to be slower due to buses stopping for several minutes to let people on and off

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

See first comment

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Parking at certain times gets confusing - it will lead to accidents and cars being there while waiting to be towed

Hutt Road Cycle path – Submission

250

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Antony Foster	South Gate	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

251

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chris East	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

I live in Khandallah and cycle to work regularly and I also have a child at daycare on Hutt Rd. The biggest issue/danger are all the driveways and traffic pulling in and out. Improving visibility will help but most drivers don't pay attention to the footpath (pedestrians and cyclists are at risk) which is why experienced cyclists ride on the road where motorists treat you more like a car

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Removing cars from the footpath will help but traffic pulling out of driveways (which is the number one issue) could struggle to see gaps and block the cycleway

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I think all of the work to make cycling safer is fantastic and the Petone to Railway station link will get a lot of use. However where there is enough room on the road, all we really need is a small dedicated (green) lane. I'd prefer effort was put into making tight spaces or choke points safer/clearer for all road users as these usually cause the most problems.

Hutt Road Cycle path – Submission

252

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mike Gwyther	Lyall Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

253

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
henry fisher	Wadestown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Please consider that people unfamiliar to Wellington arrive by bicycle along this road, and so this cycleway sets up one's expectations for the entire city. The current signage for the city centre and other key destinations is woefully inadequate, from Petone onwards into the city centre. In fact, having recently cycled the length of the country, I was embarrassed at how poor Wellington cycleways, pedestrian ways and signage from Petone southwards compared with almost all other cities in NZ.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

As a Wellingtonian and an urban designer, I find the current treatment of cycle and pedestrian ways into the city from Petone onwards an embarrassment when compared to almost all other towns and cities I have very recently visited on my bicycle on a trip through the length of NZ. Wellington has fallen a very long way behind the rest of the country (and with an international perspective NZ is not exactly a 'world-leader')

on this anyway!). I look forward to significant changes being made to this section of the pedestrian and cycle access at the key arrival point into the city, with sufficient space for all modes of transport / human movement, clear signage, regularly spaced sheltered rest areas (especially for pedestrians), sufficient lighting for safe movement and to encourage a feeling of safety for all users, and to make it clear that Wellington welcomes pedestrians, cyclists, public and private transport users on an equal footing.

Hutt Road Cycle path – Submission

254

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Stefan Weir	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

This proposal would give me more confidence to get on the bike and ride to work, as it would feel safe to do so.

Hutt Road Cycle path – Submission

255

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Simon Hogg	Churton Park	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

256

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chris Wilson	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

At the south end of Thorndon Quay, replacing the parallel car parking with end-to-end parking. Cars reversing onto the cycle lane with limited visibility are a danger. Encourage cyclists going north up Thorndon Quay to Ngaio Gorge to cross over to the cycle lane with better signage. If they continue and merge with traffic coming down from the overbridge this is very dangerous.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

comments above

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

comments above

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

257

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
jason li	Tawa	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

258

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Fantastic plans. Please ensure that the material used for the cycle lane is Tyre friendly and that the lanes are regularly cleaned for broken glass. Thank you

Hutt Road Cycle path – Submission

259

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
andrew paul	Paparangi	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

260

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kesara Rathnayake	Kaiwharawhara	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Make the road crossing at Rangiora Ave - Placemakers safer. I think lot of vehicles drive above 60 kmh limit and there have been several occasions where one vehicle stops but other vehicles driving pass breaking the rules. Furthermore there are two kiddies near that crossing, so making that road crossing safer will be a proactive measure.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

261

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
cameron ross	Newlands	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

262

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Steven Graham	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

At least 50% of cyclists don't use the cycle way at the moment and they probably wont use it if its changed.the T2 lane will only increase congestion for other vehicles. Existing business will be badly affected by the roadworks and reduced access.The benefits are exaggerated and the costs to ratepayers are massive.I have noticed that many cyclists currently park along the hutt road at the moment then cycle into town to save on parking,not for the green image they would wish to present.Try measuring the numbers on a rainy winters day when all the cyclists will be driving and moaning about the traffic!

Hutt Road Cycle path – Submission

263

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kerry Toms	Newlands	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Just removing the light and power poles on the east side of the Hutt Road and resealing the path would be more than enough for the limited number of cyclists and pedestrians that use the current cycle lane.

Hutt Road Cycle path – Submission

264

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dwayne Keighley	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The parking appears to be inadequate for all the people who work in the area where public transport isn't an option for them!

Hutt Road Cycle path – Submission

265

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ivan	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

266

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Don Mackie	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The idea of altering the whole transport system on Hutt Road to placate a few Cyclists who appear to think that they're the only ones who have any rights is to the detriment of the real users and workers in the area. These workers will have nowhere to park and the attitude that they can all go out at 9.00am and park in the T2 lane and then at 4.00pm to remove vehicles so Lanes can be used is a whimsical idea from someone with their head in the clouds. Where are the workers to park their vehicles while the T2 lanes are in use? I'm sure the WCC wouldn't be too pleased with all their staff in a mass exodus of this nature to park their vehicles if it affected them. While we're on the subject, there are certain streets in the CBD that cyclists shouldn't be allowed to go, like lower Willis St and Lambton Quay. Come-on WCC have some common sense.

Hutt Road Cycle path – Submission

267

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dan Binding	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

This is a crazy idea! People require parking for there work places along this road. The cycle lane should not interfere with the many drive entrance and exits along this stretch, it is too dangerous and they travel far too fast! If anything the cycle lane should be on the opposite side of the road cut into the bank where there are no driveways to cross, or pedestrians to hit (half of the non law abiding cyclists do this anyway). At a peak time during march 8.30am we counted only 141 cyclists in one hour at La Cloche, imagine in the middle of winter on most days? I guess 25 max per hour. This needs much more consideration and thought for all road users. Lastly the T2 lane is ridiculous, the back up towards the gorge we be horrific and cause major delays at peak times.

Hutt Road Cycle path – Submission

268

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Teddy	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Taking away car parks just to add cycle lanes for people (cyclist) who think most rules don't apply to them is a waste of time and money, not only don't they use the cycle lanes that are available to them now they also use the far side heading north bound on kawharawhara with yellow lines expecting any vehicle users to respect them while not riding on the correct side of the road. To me most cyclist are aggressive towards vehicle users and are always blamed even if they have the right of way. Think about people that need to get to work and find a park rather than basing it on cyclist.

Hutt Road Cycle path – Submission

269

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ben Mills	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Adding a kerb to separate people from cycles

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Please consider considerably reducing parking along Thorndon Quay in favour of a bus lane.

Hutt Road Cycle path – Submission

270

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Manoj Kumar	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Just put the bike track on the train line- there is lot of room, why on the road when cyclists don't even pay any road charges, that's just putting Tax payers money in no good use.

Hutt Road Cycle path – Submission

271

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rachel Drew	Karori	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
It should be - time will tell, signage will help but there is a cultural shift required to get people to stay within the area allocated.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes
Ensuring that obstacles are removed through this area is key. It isn't just the physical obstacles (eg lampposts) but the ongoing maintenance of a clear cycleway. Much rubbish gets pushed across, how can we ensure that the path stays clear?

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Thank- you for ongoing support of cycling in Wellington. It is important to see these sorts of changes being made to improve facilities for all - cyclists, pedestrians, public transport and car users. Every cyclist commuting to work is one less car on the road so I struggle to understand those that are hostile to providing a safe environment for riders.

Hutt Road Cycle path – Submission

272

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Malcolm Gunn	Karori	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

I think it will be important to mark the pedestrian part of the route so that pedestrians are aware of the demarcation.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I think the surface needs improving and it will need to be swept occasionally to remove debris. I think this is an excellent initiative and a good contribution to the need to make Wellington a place where talented people want to live. Congratulations on your vision!

Hutt Road Cycle path – Submission

273

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Shar Miles	Te Aro	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
The sea will wash it away in the first storm, and the wind will cover it with detritus. Move it to the other side of the road, for heaven's sake!

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Move it to the other side of the road, as stated previously

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

274

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
joan McCarthy	Wellington Central	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Please cater for the disabled. I go to la cloche several times a week and park alongside lacloche. I think 2 disabled parks should be made available on the corner of Westminster street and Hutt Road. Also 2 hour parking on Westminster Street for other cars.

Hutt Road Cycle path – Submission

275

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tom Halliburton	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This is the worst part of the cycle trip from silverstream. Looks terrific but needs some tweaks at ngauranga crossing to get onto sh2 northbound. Overall very impressed.

Hutt Road Cycle path – Submission

276

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Stephen Holding	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Please consider moving the bus stop where the cycle way currently joins thordon quay, outside Guthrie Bowron. When buses stop it becomes a dangerous area to merge.

Hutt Road Cycle path – Submission

277

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Simon Williamson	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

the need to provide regular sweeping of the cycle and pedestrian way. Currently it isn't apparent that the footpath is swept on any regular basis as broken glass and other debris can remain on the path for weeks or even longer.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

normally so long as there is room for pedestrians to pass each other in opposite directions.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

The child care centre poses a risk with parents focused on their young children opening doors into oncoming cyclists. Would be good to have low barrier between the parked cars and the cycleway that would help parents to think about opening doors on the path side of their cars.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This is long over due. If it increases the number of people commuting by bike and on foot by even 10% it will pay for itself within three years. The sooner the work can start the better for all.

Hutt Road Cycle path – Submission

278

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ian winsor	Newlands	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The main issue with safety regarding the Hutt road is the speed and a won't stop for anything attitude that most cycleist use during rush hour surly a cheaper option is to educate cycleist on the road rules, but if the council is determined to waste tax payers money then why not a cycle only lane that follows the rail way and avoids the drive ways and the traffic.

Hutt Road Cycle path – Submission

279

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Gdog	Berhampore	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes
I would like to say, you should of used this proposed separated footpath in Island Bay.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)
The loss of carparks and impact on local business and employees. Cycleways shouldn't get priority over other road users who are in the main not cyclists.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Re-do Island Bay parade. Utilise the hugely wide existing footpaths!!!!!!

Hutt Road Cycle path – Submission

280

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Ensuring each line is clearly marked at regular intervals with it purpose

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Making it 2 way and removing poles etc from the cycleway is a great idea

Hutt Road Cycle path – Submission

281

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Angela Cochrane	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Clearer marking and better utilisation of the current walkway cycleway only.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

It appears that very little has planning has actually gone into this idea.Effectively you have reduced a 2 lane road into one lane this will probably force more traffic onto the already congested motorway.currently if there is an accident on the motorway at peak times the Hutt road is the only alternative route so if this alternative is reduced then you have gridlock.If the proposed solution for the cycleway on SH2 is on the seaward side of the rail track it seems to make no sense to join it to the Hutt road, why not just continue all the way into town?With this proposal (although more expensive)you could actually end up with a shared route for walkers and cyclists away from polution ,noise and safer for everyone.this option would be truly world class,something to be admired world wide and would attract tourists family and recreation.your current proposal appears to be a short term solution with only real benefits for commuter cyclists and there

is no beginning or end to the route!Where do you go when you get to the gorge or SH2? there will still be many hazards for recreational cyclists. there appears to be a better route combining land that belongs to the railway and reclaiming land next to the sea which is currently not accessible for recreation .I strongly urge the planners to consider a better long term solution looking at the already congested transport access to our capitol city.

Hutt Road Cycle path – Submission

282

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Miramar	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

283

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Martin Powell	Newtown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

- Greater emphasis on separating pedestrian and bike traffic through physical cues (ie. staggered 25mm nib or upstand).
In the very least the painted cues need to be more frequent.
The separation provided in the current design is likely to be ignored by pedestrians in many places, leading to conflicts.
- The designed bus bypasses are currently too constrained for both pedestrians & people on bikes. The best solution here is to move the bus stopping area further out in to the lane (in most cases a bus stopping here is likely to hold traffic up anyway, this is particularly true of the one in front of geeves scaffolding) and accept that those in the T2 will either have to pass or wait.
- Intersections such as the one with Westminster St need to be reprioritised so that Cycling / Pedestrian traffic takes precedence. The grade of the Cycleway / Footpath here should be maintained, rather than dropping down to road level.
- Question 4 really should be multi-choice. The frequency which I bike this route is only slightly higher than the frequency that I drive it.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Please refer to earlier comments... (#2)

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Please refer to earlier comments... (#2)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

Please refer to earlier comments... (#2)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

Please refer to earlier comments... (#2)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

- The P120s closest to the southern edges of driveways should be removed, allowing a safe place for vehicles to pull into and wait to enter traffic, rather than them sitting at the driveway exits, blocking bike traffic.
- End of trip facilities for people on bikes, particularly at La Cloche, need to be provided. This is important both in terms of keeping parked bikes from cluttering pedestrian / cycleway spaces and also ensuring the

adjacent businesses experience the economic benefits generally seen in areas where cycle infrastructure is built.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

DO YOU HAVE ANY GENERAL COMMENTS?

All in all a positive change. I hope the design will be improved by listening to the concerns and ideas of the community.

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Russell	Newtown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

285

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Gary	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

286

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andy	Brooklyn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

When I say 'enough' I mean it's better than sharing. But ideally there should be more separation where possible, particularly as this is a longer distance route where cyclists will tend to be moving quicker than in an urban environment.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

I would consider the changes proposed as a bare minimum. It's still not great having so many hazards remaining in the form of driveways, and having to cross the road twice if heading north.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

I'm sure there will be resistance to removing the parking next to the path, but it must be done. Leaving it encourages poor behaviour, and riding along this path in the past there are constantly cars parked in the way of the path or causing a hazard when entering / leaving.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Please do all of this. The existing path has been horrible and hazardous for far too long for people walking or biking, and is an embarrassment to the city. Car owners should be aware that their journey will be quicker when more car users divert to bikes.

Hutt Road Cycle path – Submission

287

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
S.Avins	Kaiwharawhara	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

A lot of cyclist are very rude and inconsiderate towards pedestrians. I would like to see some sort of enforcing body patrolling shared facilities.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

If you are encouraging more people to cycle rules and regulations considering speed and actually giving way to pedestrians need to be enforced.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

The Wellington City council has this bee in their bonnet about cycling, I'm originally from Europe and love cycling, but I wouldn't cycle in Wellington, ever. The City is not laid out for it, shoehorning green lines in all over the place won't change that, neither is the weather cycling friendly. There is also a social division in the people that can actually cycle to work. People who work in lower paying jobs are already excluded, because most of those workplaces don't provide shower and changing facilities, let alone a safe place to park a bike. So it really is an exercise in pleasing rich people who choose to cycle to work on the few good days we have in Wellington. I walk to work almost every day, Wellington is a great place for walking. How

about encouraging people to walk more by making the pedestrian ways a priority and maybe in the CBD area more sheltered? I also propose that cyclists should be licensed, with an easy to read license plate number so they can be reported for transgressions against the road code, they should have to pass a basic cycling safety test to prove their grasp of negotiating vehicular traffic and pedestrians. Furthermore if all this taxpayers money is spent on facilities for them it should be mandatory not optional for them to use them. If a cyclist is cycling on the road next to a cycling path, they should get fined.

Hutt Road Cycle path – Submission

288

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Matt	Miramar	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

289

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Peter Simpson	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Cancel All encroachment licences for parking/stopping
 Any delivery vehicles for businesses can cross but not stop on the cycleway/walkway to do deliveries. Stop the BMW dealer cars from being displayed on the cycleway or parking on it. They have plenty of other room.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Yes should be enough but walkers probably don't think so, so if a raised strip was added then that is fine.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

Yes but may need to add measures to ensure passengers look both ways before blindly stepping onto the cycleway particularly if they have earphones stuffed into their ears and walk with glazed eyes and brain switched off.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

have a gutter or small raised strip to stop cars crossing and temporarily stopping on the cycleway to do deliveries, childcare drop off etc.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

For ALL driveways coming out of businesses e.g. Peacemakers, have a compulsory stop on those driveways to make the drivers stop. Plus add a bump strip across the driveway. As the drivers are entering a cycleway, it is no different as if they were entering a road intersection. The Spotlight one is particularly bad

as drivers can only turn left so they look only right for traffic coming from the north. The current signage of "Look for cyclists" is useless and ignored. Compulsory stop with a bump strip is the only way to go. I understand a warning light for the car driver activated by a vehicle coming out is being considered and is a good extra warning for the driver to stop and Look.

Hutt Road Cycle path – Submission

290

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
william melville	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

T2 did not work at Mana esplanade and was scrapped. how will it be enforced.
cyclists will not use the cycle way there is already a wide shared footpath running the length of the road and cyclists still ride in the lanes
trees should be retained to keep a barrier between SH1 and the hutt road. there are building techniques that can incorporate trees into the design - consult an arborist

Hutt Road Cycle path – Submission

291

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David Wahl	Aro Valley	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I would like to suggest three tweaks to the design, to improve safety and comfort:

1. Maintain the cycle and pedestrian paths at a constant height as they cross the Westminster Ave intersection, near the Animates shop “ in other words, keep the paths on a raised table. This will improve cyclist comfort as they will not have to bump up and down over kerbs (as seems to be the case in the preliminary design drawing), and it will improve safety because the raised table will be a clear indication to cars driving into or out of Westminster Ave to watch out for t. This sort of treatment already exists at a few other places in the city, such as the footpath at the Tory St end of Ebor St.
2. At some of the busiest side entries, for example the entrances to the parking lots for the childcare centres and building/landscaping shops, remove one carpark from the T2 lane just north of each parking lot entrance. I am concerned that the sight lines for south-bound cars approaching those side entries will be very poor when the T2 carparks are occupied by a series of vehicles (especially large vehicles), and this will create a conflict between cyclists and pedestrians travelling straight on the path, and cars using these entries. For example with the current design it is quite possible that cyclists travelling at relatively high speed on the path must suddenly stop to allow a car to enter, when the driver could not see the cyclist approaching due to parked cars. By removing one carpark, the sight lines for both the car driver and cyclist improve a lot and reduce the safety hazard.
3. Ensure faster cycle and slower pedestrian traffic is kept safely apart, by clearly differentiating between their portions of the path using a combination of design features (pavement colour, markings, and physical differences). Don’t rely on signage to keep cyclists and pedestrians apart. A good solution might be to mark the cycle portion like a conventional road (solid edge lines, and dashed centre line), and use a small cycle-safe kerb to step up from the cycle portion to the pedestrian portion which is slightly more elevated.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Please refer to the comments above.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

Please refer to the comments above.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Please refer to the comments above.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I support the changes in general, and have a few suggestions to tweak the design to improve safety and comfort.

1. Maintain the cycle and pedestrian paths at a constant height as they cross the Westminster Ave intersection, near the Animates shop – in other words, keep the paths on a raised table. This will improve cyclist comfort as they will not have to bump up and down over kerbs (as seems to be the case in the preliminary design drawing), and it will improve safety because the raised table will be a clear indication to cars driving into or out of Westminster Ave to watch out for t. This sort of treatment already exists at a few other places in the city, such as the footpath at the Tory St end of Ebor St.

2. At some of the busiest side entries, for example the entrances to the parking lots for the childcare centres and building/landscaping shops, remove one carpark from the T2 lane just north of each parking lot entrance. I am concerned that the sight lines for south-bound cars approaching those side entries will be very poor when the T2 carparks are occupied by a series of vehicles (especially large vehicles), and this will create a conflict between cyclists and pedestrians travelling straight on the path, and cars using these entries. For example with the current design it is quite possible that cyclists travelling at relatively high speed on the path must suddenly stop to allow a car to enter, when the driver could not see the cyclist approaching due to parked cars. By removing one carpark, the sight lines for both the car driver and cyclist improve a lot and reduce the safety hazard.

3. Ensure faster cycle and slower pedestrian traffic is kept safely apart, by clearly differentiating between their portions of the path using a combination of design features (pavement colour, markings, and physical differences). Don't rely on signage to keep cyclists and pedestrians apart. A good solution might be to mark the cycle portion like a conventional road (solid edge lines, and dashed centre line), and use a small cycle-safe kerb to step up from the cycle portion to the pedestrian portion which is slightly more elevated.

Hutt Road Cycle path – Submission

292

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I am all for off road cycle ways (not like islands bays thow), getting cyclists off the road is a lot safer for cyclists and motroists. But there needs to be laws in place to keep the cyclists on the cycle way and of the road. If the WCC spends this money cyclists need to use it.
It is interesting to note that green cycle waiting areas for the lights are proposed to be put in at nauranga George (motorway on ramp). These are not needed as all cyclists should be on the bike lane on the other side of the road. otherwise the whole proposal is a waste of time as cyclists are not taking their safety seriously.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Cycl;ists need to be forced (law) to stay on the cycle ways and off the road. This whole proposal is around safety, if cyclists are on the road the proposal is a waste of time.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

293

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Christian Williams	Melrose	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Looks very good. I wonder about the need for a 4m wide section from Ngaio to Aotea. I don't expect the same LOS can be provided along Thorndon, and wont be north of there either, so perhaps 3m consistent all the way through would be sufficient. There is risk in a wider one where non-cyclists think it is too extravagant.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Transit (ex NZTA) tried this in Mana and then ditched it. I support TDM measures like this in general, but if it is too contentious, leave it out, and that way people wont associate the improved bike lane with slower journey times.

DO YOU HAVE ANY GENERAL COMMENTS?

This is a great project, long overdue, and I look forward to the future improvements connecting through to the city and to Petone.

Hutt Road Cycle path – Submission

294

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dave	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
Moving the bus stop outside Guthrie Bowron, and enforce a speed limit for cyclists - a lot of them are treating the existing cycleway as a race track, and are just as dangerous as vehicles parking/crossing it.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes
move the Guthrie Bowron bus stop please

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes
I'm worried that the Petone - Ngauranga proposal is not considering what happens in an emergency, ie accident/heart attack, etc, as there is no access to the road, other than crossing the rail corridor. Ditto for people who break down - no chance of being rescued by car!

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)
but workers/customers still need to park - don't remove so many car parks

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Rethink the Petone-Ngauranga option - it's unsafe in an emergency (ambulance access) and will be unusable in a southerly storm. I envisage cyclists swept out to sea!

Hutt Road Cycle path – Submission

295

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Simon	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

My place of employment is down Hutt road and the only place I can park my vehicle is on the existing foot path. It will not be financially suitable for me to continue working at my current work place. So I DON'T support the new cycle way.

Hutt Road Cycle path – Submission

296

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David Rowlands	Newtown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

the T2 lanes probably need to be extended to include most of the weekend because the entry to the city appears as busy on weekends as midweek with the weekend shopping/activity enthusiasm. Personally, I am a sport cyclist and frequently travel 50kph+ down Hutt road with a tail wind. My preference would be no on-road or on-path carparking when there is not space, and parking provision is the responsibility of the business owners. Likewise, downtown. I know this is unpalatable for many business owners, but why should the (narrow) transit space be occupied by parked vehicles?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

It would be great to have a cycle path running to Aotea Quay via Westpac or the railway line side. in addition to Thorndon Quay. Understand that it is wharf-company owned land, but there is never anything on or done with the space between the motorway offramp next to the Ferry terminal and the new passenger walking path - could this space be modified and extended to a fast-transit cycle path option that by-passes Thordon Quay and gets cycling traffic directly on to Aotea Quay. Further on the matter, I would like to see removal of the harbour-side parking on Aotea Quay and replaced with a 4 m two-way cycle lane with pole-dividers added to Aotea Quay all the way to Waitangi Park; I think with some reshaping of line marking and moving the centre strip a little it can be done. It was a bit dumb planting the large trees on Aotea Quay.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

It is critical to remove cars from the Ped./cycle way. On-road parking a good solution, but T2 time needs to be extended into the weekend because of high traffic volumes on Sat and Sun for shopping/entertainment.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Extend to weekends too.

DO YOU HAVE ANY GENERAL COMMENTS?

Good job WCC etc! More and more of this please. Make this city a great multi-modal transport city and get kids and tentative riders back on bikes and restoring access to the public shared space.

Hutt Road Cycle path – Submission

297

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Penny T	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Improved separation between the pedestrian and cycle areas such as a raised barrier (normal curb height). Signage to encourage users to stick to their designated areas and request courtesy with use of speed when passing or in narrower areas.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Separation and signage

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

Some cyclist exceed a safe speed on the footpath and should be using the road, they will continue to use the cycleway but need to be reminded to be considerate as not all cyclists go the same speed but all should be encouraged to use a shared facility

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Retail in the affected area needs to be able to provide parking in some form

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Conceptually T2 lanes are fine but rules can be confusing to interpret and are often hard to enforce, think about ways to incentivise fewer cars on the road rather than penalise cars using the road. Cheaper and more efficient bus & train travel, scheduled car pools leaving at 15 min intervals at peak times from & to key points - minimising hassle

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rich Matthews	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I really like the proposed changes, I've ridden this cycle path for ten years and there's always the question in mind whether it's safer to cycle on the road or on the cycle path bearing in mind the commercial premises have their exits entrances coming out onto the cycle path. Judder bars are a great consideration to prevent cars coming out too fast. A dedicated cycle path and pedestrian path should work really well, thank you for your hard work and consideration

Hutt Road Cycle path – Submission

299

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Access to the improved walkways from Onslow Road, Khandallah.
At the moment residents are required to walk on the road and cross four lanes of traffic to get to the footpath on the Hutt Road. Please consider improving the access to the new and improved footpath for Khandallah residents.
Residents have previously approached the Council about this access. In November 2015 we were told verbally that an accident needed to happen on Onslow Road before the Council would consider improving access. On 19 March 2016 a car left the road and crashed through a fence into the properties at 2 Onslow Road. We were lucky that pedestrians weren't on the road at the time.
Please consider a footpath on Onslow Road as part of this upgrade.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

300

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mike Williams		Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

I think as a pedestrian who uses this route most mornings I would like more than a white line to separate us from cyclists - I think some cyclists would be tempted to overtake another bike using the pedestrian lane.

Hutt Road Cycle path – Submission

301

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
nic vipond	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

My ongoing concern as a cyclist between the service station between ngauranga interchange and placemakers is the entry and egress of vehicles from the semi industrial properties - in particular the extraordinarily difficult management and issues that cyclists particularly face with the child care centre. I think the parking here needs to be carefully considered , appropriate 'right of way' notices for both cyclists and vehicles needs to be managed. the proposal talked of speed humps or similar I think to help manage issues such as this one but I did not see these in the video. The parking that continues - and it seems to be inside the cycling lane (I might have got this wrong) in this and the southern area (around carters/placemakers/jeff gray bmw needs to be reconfigured and I 'm not sure if this was clear in your narrative or video. if parking is placed to the right hand side of cycle lane, the risk is being 'doored' by

passengers, if the interface between parking and the cycle lane is too close and/or poorly indicated. in the main fully support these enhancements. whilst I recognise the irritation the T2 lane may cause vehicle drivers, this is another opportunity to encourage public to take public transport and/or car pool.thanks for the opportunity to feedback on this.

Hutt Road Cycle path – Submission

302

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

303

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kim Kelly	Breaker Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

It is unclear from the information what happens to all the poles of the traffic lights at the bottom of Ngaio Gorge - are these being removed also?

Hutt Road Cycle path – Submission

304

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
pete gent	Wellington Central	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

consider extending the south bound bus lane at jardin mile so that buses can get across the junction and it gives them and bikes the best chance to merge. furthermore just using paint to separate pedestrians and cyclists is not enough. practically it is what is cheapest to install and maintain . But a lowered cycle path would be great an it is what has been installed in chrischurch cbd

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

see previous

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

please increase to a T3 lane

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

305

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ian	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

That a by-law is included to ban cyclists from the road. If they use the T2 lane this will hinder traffic and go against one of the aims of speeding up traffic flow. Also where the road splits between Aotea Quay and the Hutt Road the cyclists using the underpass should be compulsory for cyclists. At the moment many ride on the road and cars veering left have to take evasive action from cyclists travelling straight through. Cyclists need to be banned from Aotea Quay also as they are riding between cars or hindering vehicles by travelling in the left lane where there is minimal space to share. The cycle crossing at the Ngaio Gorge lights needs to be amended. Currently cyclist have a crossing at the south side whereas pedestrians have one at the north side. Vehicles travelling North and taking a left turn to go up Ngaio Gorge are looking for right turning traffic from cars heading south whereas cyclists have a crossing to the right of motorists who often do not see them. This is because of the angle of the turn the cyclists are coming across from a sharp angle behind the drivers vision and in a blind spot. Cyclists should be crossing at the same place as the pedestrians.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

need by-lws to make the use of the cycle lanes compulsory

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

cyclists be excluded from using them

DO YOU HAVE ANY GENERAL COMMENTS?

To ensure the purpose of having transit lanes etc is to speed up traffic flow then a by-law needs to ensure cyclists use of these lanes is not permitted and the use of the cycle lane compulsory

Hutt Road Cycle path – Submission

306

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michelle Isaac	Churton Park	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Yes safety should be improved for cyclists along Hutt Road.

Hutt Road Cycle path – Submission

307

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David McQueen	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
I would like to see Option B chosen as fewer car parks will provide better lines of sight and a safer situation for cyclists

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes
I would like to see provision to have fewer car parks to improve line of sight.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

308

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Catherine Woods	Te Aro	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Use of the cycle path by cyclists must be enforced. There must be a speed limit for cyclists. Separation of cycle path and pedestrian path must be enforced to protect pedestrians from cyclists. Cyclists and pedestrians must NOT mix on pedestrian crossings. Very glad to see some consideration is now being given to pedestrians vs cyclists as walking in Wellington has become dangerous due to cyclists on footpaths pedestrian crossings and waterfront I have first hand experience of the major injuries that can result for pedestrians, and cyclists rarely know the Rode Code pertaining to cycling on footpaths or choose to ignore it.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Refer to previous comments. Loss of enjoyment for a pedestrian in Wellington has significantly increased due to no enforcement of road code on cyclists vs pedestrians. Cycle lobby has too much influence and cyclists behave arrogantly and dangerously toward

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

Enforce use of the cycle paths and enforce use of cycle path where next to pedestrian path. Create speed limit for cycles where cycle path is next to pedestrian path

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?



Hutt Road Cycle path – Submission

309

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Evan McCarney	Brooklyn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

Please consider sight lines for bus passengers and cyclists to see each other such as clear walled bus shelters.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

The cyclist join and depart the cycle way. I ride down Tinikori and up Ngaranga gorge. I find it hard to get on the cycleway in the morning from Tinikori due to traffic coming into the city. I typically start riding north and wait for a break in the traffic. If I don't see a break by the train bridge I ride the road all the way to Jardin Mile.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

I am not sure I understand the child care parking, but I feel it is the greatest parking/cyclist conflict due to the need at peak times.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

My greatest concerns are for cars crossing the cycle lanes or are sitting in them waiting to enter traffic. I have had conflicts with people coming out of the trade stores and not looking for cyclist. Then sitting there blocking both lanes until they can cross or join the traffic.

I am happy to see the bridge over Kaiwharawhara stream widened and the obstacles removed from the

footpath.

A smooth surface is key to getting more people cycling. Currently the path crosses many dips to allow cars to cross the path.

Hutt Road Cycle path – Submission

310

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Norman McIntyre	Kaiwharawhara	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The main problem is vehicles coming in/out of driveways to access and conduct frequent business activity. These businesses are the rate payers and rely on good traffic flow to conduct their business activity and provide service for their customers. Businesses along this corridor rely on good traffic flow for large trucks and industrial vehicles. The current plan impedes on this activity and has not been fully taken into consideration. A suggestion for safety would be to add give way signs for cyclists so that they can also be responsible for their own safety. Like pedestrian crossings. If something of this nature is not included, crashes and access issues will continue to occur especially during peak hour flows when cars have nowhere to go if they have to stop for cyclists. It is vital that both road users take responsibility, especially given the road is a state highway and location for the proposed change is in a commercial, not a local community,

area.

Hutt Road Cycle path – Submission

311

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jessie Sinclair	Newlands	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Where there are parallel parking spaces and entrances: make sure there is sufficient clearance around the entrances for motorists entering to see cyclists coming and visa versa. Some of the clearances on the maps seem to be right at the minimum that would be required.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

the white line is all that is needed. any physical barrier could create a hazard.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Once the cycle way is built - would it be possible to ban cyclists using the road. In the northbound lane, cyclists can become a hazard to traffic and create hold ups. There are also hazards for cyclists chopping in and out of the T2 lane at peak times.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

See comment about about allowing sufficient visibility around entrances

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Overall it is a good plan and resolves a lot of problems and risks currently along the route.

Hutt Road Cycle path – Submission

312

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
peter shakes	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

signs asking walkers to wear blinking lights or reflective gear as they are very hard to see after dusk. People often wear black clothes as well compounding the problem

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

I've ridden that stretch of cycleway for 25 plus years and it's always been a minefield. I do notice now that some bikes (especially the road bikes) are travelling very fast. I doubt they could stop in time.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

There is a new breed of electric bikes arriving on the cycleways. They are very fast. Perhaps too fast

Hutt Road Cycle path – Submission

313

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Daniel McIlroy	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

I think this proposal is a step in the right direction and a dedicated cycle lane is essential to making this route safe. I do think the right solution for managing vehicle traffic will differ depending on which section of Hutt Road being looked at and this proposal does provide some flexibility here.

Hutt Road Cycle path – Submission

314

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Geoff T	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Consider adding a dashed centre-line to the bike path - the path sees a certain amount of 2-way traffic, although most is AM southbound, PM northbound.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

My money would be on people parking on the footpath regardless, especially for short periods.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Reduction in vehicle-volume could increase antagonism towards cyclists.

DO YOU HAVE ANY GENERAL COMMENTS?

I have witnessed several close calls, as well as one injury-causing accident, where a north-bound car performs a U-turn along the Aotea Overbridge to Kaiwharawhara section of Hutt road and uses the current cycle lane to complete their turn. In one case the car struck a north-bound cyclist. I'd recommend making U-turns illegal along this section of road, forcing vehicles to make a right-turn into a side street north of Kaiwharawhara road.

Hutt Road Cycle path – Submission

315

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ian Babot	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

more consideration is required for people requiring parking for work in the immediate area

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

I do not feel that any "practical" consideration has been given to parking, I work down at Kaiwharawhara from 7.00 am to 5.00 pm and there is not enough parking already.

Hutt Road Cycle path – Submission

316

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anonymous	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

better separation (i.e. protection) from cyclists. Bike plus rider plus speed inevitably equals more momentum than a slower-moving pedestrian has

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

separating them from pedestrians, and making it compulsory for cyclists to keep off the road where this wide and expensive path has been provided

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

My main issue is with the proposed T2 lanes (the traffic planner's idea which failed to work at Mana). By your own admission, T2 won't maximise throughput of vehicles. Another name for vehicles cluttering up the road is 'congestion'. Hence T2=more congestion while punishing those who can't or won't carry additional passengers. In the interests of personal safety, drivers are restricted to only letting those into their cars who they know and trust. Such people don't necessarily want to go to the same places at the same time. Car pooling sounds ideologically satisfying but is not necessarily practical. The northbound T2 is particularly ill-conceived. Its start position will force vehicles to change lanes both

ways in the short distance between the overbridge and the start of the T2. It starts too early in the day; there isn't congestion along the northbound lane between 4 and 4:30. At the northbound end, when the rush hour traffic builds up, vehicles waiting to get to the Hutt Valley tail back past the inadequate extra right-turn lane into the next lane. That means that lane will tail back even further with a mixture of Hutt Valley traffic and other vehicles trying to go up SH1 but not allowed into the inside lane. A solution would be to end the T2 further south than your plan shows. A better solution would be to learn from Mana and not implement T2 at all.

My other concern is your willingness to adversely affect the livelihoods of the owners and employees of the businesses along that stretch of road. You're halving the available spaces; if staff and customers can't park near the businesses then the staff may have to look elsewhere for work and the customers will look elsewhere for goods and services. These people are losing out because of the current council (mayoral?) predilection for ever more cycling.

Hutt Road Cycle path – Submission

317

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mark Coburn	Mount Victoria	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
Line of sight of vehicles coming out driveways. Look to the future with growth of ebikes travelling at reasonable speed. Be bold and build it well!

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

318

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
P Painter	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I would like to see greater emphasis on education to build sympathy between different types of road users. It's not ideal, but we are stuck with different types of vehicles using the same routes. Educating people about other road users' needs will help build tolerance and reduce accidents.

Hutt Road Cycle path – Submission

319

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

There is a hard group of cyclists (a minority) who deliberately force pedestrians off the road - can more bollards be placed along the route.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Regularly walk to and from Khandallah - 5 days a week if fine. Concerned about increasingly aggressive cyclists - hopefully things will improve. Also the danger to pedestrians by electric cycles - these belong on the road. Thank you.

Hutt Road Cycle path – Submission

320

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andy	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

While full bus lanes should be the future solution T2 lanes are a step in the right direction, however there needs to be actual enforcement of them, as well as extended hours. For example, in the evening they should be operating from 4pm till 7pm as this r

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Yes, however consulting on only the first half of the bike lanes (ie not including the section to the city) seems a little short sighted. Do it once and do it right rather than in peices.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

This is a useful start, however in most places on-street parking is not actually required. Most businesses have off-street parking, or access to it nearby so I'd support the total removal of on-street parking along this tretchof road.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

As noted above - proper enforcement and longer hours are required to make this successful.

DO YOU HAVE ANY GENERAL COMMENTS?

I support the proposal in general - but the Council should consider full bus lanes at peak time, rather than T2. With 50 buses an hour at peak time, that mode is moving more people than cars currently so give it a full lane which will encourage more people into buses and improve times significantly. The cycle lane needs to be wide and have easy access-points along the way for cyclists to join it / leave it easily.

Hutt Road Cycle path – Submission

321

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

driveways can be a problem as vehicles exiting often look towards their right and forget cyclists are coming from their left. Hopefully removing footpath parking will improve this

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Remove the parking on the footpaths NOW. It encourages double parking and vehicles blocking the footpath. At the very least, ticket cars that are parked over the white line

Hutt Road Cycle path – Submission

322

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Harley Rogers	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

323

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dr Stephen Jay	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

A great proposal - but what about the stretch from the gorge to Petone along SH2. I ride this route every day on my push bike and the modifications you are proposing will improve the Hutt Road cycleway, but money would be better spent extending the cycleway that travels between SH2 and the train tracks - where it stops short of Petone. This forces cyclists to use the side of SH2 when travelling to the Hutt and there have been many accidents.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

As noted before I ride this route every day and I find that walkers and cyclists share the joint footpath. Why do you need to paint a line?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Every week someone coming out of or into the business premises along Hutt road tries to run me over! This is especially common with people coming out who only look one way for cars (not bike travelling the other way along the footpath). Some form of marking at the entrance to these places would be great. Lots of people park in this area and I have no problem with the current arrangement.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

As noted before I would prefer you spend the money extending the cycle lane from the gorge to Petone. It

starts part way along the southern part of SH2 and so people cycling back to the Hutt have to cycle along the side of SH2 (right next to a lot of crazy drivers going far too fast and often driving in the verge of the road).

Hutt Road Cycle path – Submission

324

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Steve Hobman	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

The north bound right turn for traffic entering SH2 onramp from Hutt Road. This could be changed to one left turn lane up the gorge and two right hand turn lanes on to SH2 onramp the middle lane ie right turn could be T2 and busses and the far right being general vehicles

Hutt Road Cycle path – Submission

325

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nick Warren	Tawa	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Please consider physical buffers/ kerbs around the lane so that there is a clear distinction between what is the bike lane and the footpath and road. If the bike path could be lowered from the footpath with a barrier between it and the road, that would be ideal. Painted lines not enough.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Go for it, looks good!

Hutt Road Cycle path – Submission

326

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sean	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

I like the car parks and lampposts being moved, stops me having to hop on and off the road in places.

Hutt Road Cycle path – Submission

327

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Libby	Miramar	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Adding a physical barrier not just painted lines between parked cars and cycle lane. Make the cycle ways green the whole way along so the different paths are easily distinguished.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Please consider my comments as someone who frequently uses the route for recreational riding. The safety of this corridor impacts on people who use it for more reasons than just the daily commute.

Hutt Road Cycle path – Submission

328

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
H Reynolds	Kilbirnie	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I am very interested in the cycle route to Petone. At the present time if one is cycling northbound on the cycle way beside the rail track the route stops 150mtres and then the cyclist has to cycle into the southbound traffic until reaching the cycle way at the Petone overbridge. This urgently needs addressing and has been a very long standing issue as far back as the 1980s. Is this the domain of the Wellington Regional Council?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

These can be problematic and need very clear signage.

DO YOU HAVE ANY GENERAL COMMENTS?

I support the proposal

Hutt Road Cycle path – Submission

329

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Gareth Hodgkinson	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Quality signage indicating pedestrians have right of way. Encourage segregation but that cyclists must yield to pedestrians

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Bus stop outside pet shop is a real pinch point.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Angle parking on thordon quay leaving cbd in the evening is a hazzard

DO YOU HAVE ANY GENERAL COMMENTS?

Angle parking on thordon quay leaving cbd in the evening is a hazzard

Hutt Road Cycle path – Submission

330

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
garethhodkinson@GMAIL.COM	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
There needs to be indications of where cyclists must give way at junctions and in pinch points such as bus stops and outside child care place. All too often i see cyclists going too fast in these dangerous areas.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes
Incorporate ways of slowing bikes and encourage sharing of space in pinch point areas.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Can it be painted yellow? Auckland has a pink one, lets have a yellow and black cycle path.

Hutt Road Cycle path – Submission

331

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rob King	Tawa	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

In the video fly-through at 28s, you need to find a way to stop tradies mounting the pavement to pick up and drop off workers.
Also, what steps are being implemented to make it safe to get from the bottom of the gorge (south-bound side) to the lights? Currently, you have to crossover with high-speed traffic going out to the Hutt.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Perhaps consider using different surface colours to separate the two modes.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Wellington was recently voted the most active city in the world. Let's make sure we deserve the title by having world-class active transport.

Hutt Road Cycle path – Submission

332

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Richard	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

The most dangerous current point is the northern entrance to the kaiwharawhara stream bridge. very narrow with hump and swerve with very little margin for error for cyclists to avoid pedestrians and cars coming out of spotlight carpark.

It must be clear along the entire length of the cycleway which side pedestrians should walk on. The southern Tinakori Road intersection end is ambiguous at the moment. I always stick by the fence but have caught up with other pedestrians on the road side of the footpath with blocks both sides of footpath to cyclists and means they need to swerve between us.

Hutt Road Cycle path – Submission

333

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Stephen Thomas	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

334

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mike	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

As a cyclist using the existing cycleway I take care when passing pedestrians. However at times larger groups will spread out blocking the path creating a hazard. Others are using headphones and not keeping left as they walk again creating danger. Clear s

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

refer my previous comment. There is a high risk that users will not obey the markings. Also safe practices are not followed. IE a pedestrian with headphones will move into the cycle lane without checking their surroundings. I have seen this occur when a r

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

As a motorist and cyclist, I am pessimistic that the rules will be obeyed, especially as enforcing the rules is impossible unless permanently monitored. My experiences in using the clearway in Mana has shown that people will just ignore the rules as a clear lane is just too tempting. As a cyclist on the clearway in Mana, I have experienced drivers doing instant lane changes forcing me into the gutter. Also drivers come up behind and sound their horn aggressively, even though the clearway is closed to vehicles. I see the potential for similar risks in a T2 lane where drivers in the T2 lane will be frustrated if cyclists are in front of them. The 50m rule for use of the T2 will also be stretched by drivers. It is very common in Mana that motorists will travel in the clearway for a distance way more than 50m before their planned turnoff.

DO YOU HAVE ANY GENERAL COMMENTS?

The surface of the cycleway needs to be of good quality. There are a number of potholes, bumps etc on the present path, making it smoother would benefit. Other cycle ways like the Petone to Ng Gorge pathway next to the rail line are just too risky to use. It is typically covered in rubble, debris and worse still broken glass. Glass is a big issue in the Wellington region. Roads are narrow and cyclists generally keep as left as possible, but there is a high risk of punctures from broken glass. I assume discarded from moving vehicles. Monday mornings are especially bad for broken glass after the weekend nightly activities. Is there a gutter planned between the cycle lane and T2 lane, I assume the present gutter will remain.

Hutt Road Cycle path – Submission

335

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ranjit Jayanandhan	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

336

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
D Thorburn	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

The road surface is extremely important. Bicycles don't have suspension, and so even the smallest bump can make it quite uncomfortable. An recent example of a newly laid surface not working is where it comes off the Centennial Highway into Johnsonville. The footpath has been re-surfaced, and while it looks good, riding on it on a bicycle, you clearly feel how rough it is.

A lot of the sloping kerbs from the footpath to the road are too short and steep for bikes travelling at a reasonable speed (20kph or more), so please make them a longer slope to ease the transition.

Hutt Road Cycle path – Submission

337

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Hamish McEwen	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I strongly support the combined thinking of improving cycling infrastructure while also developing T2 lanes. We need to encourage and promote all forms of public transport.

Hutt Road Cycle path – Submission

338

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jonno	Lyall Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

339

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Mornington	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
The complete disaster that happened in Island bay, and maybe put that right first, and what ever you do don't let the same person design this cycle way

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)
make it safe not like Island bay

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Island bay is a complete mess please sort that out first, the original design was better for the vast majority of people, safer more parking, more room on the road for everyone.

Hutt Road Cycle path – Submission

340

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jenn	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Having the gutter between the footpath and the cycleway, not the cycleway and the road (although a raised curb will still be needed to distinguish between the cycleway and road). This will create a greater distinction for pedestrians who will have their own footpath, and make it less likely for cars pulling into the traffic from the businesses from stopping across the cycleway (as is the case now). The speed humps are mostly effective at stopping this, but not always, and some drivers still stop across the current cycleway even where there are cyclists coming. It also means less bumps for cyclists as the footpath would have the "driveway dip" not the cycleway.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This is a must have - this is the scariest part of my morning cycle to work. In the evening I ride on the road to avoid it.

Hutt Road Cycle path – Submission

341

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nick Mouat	Brooklyn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Not sure of the solution, but there needs to be clarity around the pedestrian access across the cycle lane to crossings at Rangiora Ave and Kaiwharawhara Road.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)
The T2 parking a good way of providing protection from the traffic for less confident cyclists and removing the park and walk to CBD drivers using ad-hoc space for parking. There is potential for bike-pedestrian incidents where the child care centre is. Maybe there needs to be a specific traffic agreement with them for pick up and drop offs to be within their site?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Greta to see this happening and look forward to the trickier challenge of resolving Thorndon Quay! Also, did you look at using the space between the rail corridor and the back of the business along Hutt Road as a shared cycle lane and access to a very infrequent train accident? This would start at the Caltex opposite Onslow Road and come back out to Thorndon Quay opposite Davis Street with a connection at Kaiwharawhara Stream. It would be more difficult/expensive but a significant improvement for the

businesses along this route who would get freer access to their properties for vehicles and pedestrians and hence may even support it.

Hutt Road Cycle path – Submission

342

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
		Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
where the carparks are placed - don't reproduce the Island Bay debacle

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes
The carpark entry/exits at Spotlight/Stewarts Electrical. A lot of traffic goes in and out of there. If there was only one entry/exit point, placed directly opposite the road that goes up the hill, it too could be controlled by the traffic lights. This would be much safer for cyclists passing. It would also solve the problem for motorists exiting Spotlight/Stewarts but needing to travel north. Presently, they cannot turn north out of that exit.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)
The problems that arose in Island Bay with the parking layout versus the cycleway.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)
Only for buses.

DO YOU HAVE ANY GENERAL COMMENTS?

Merge the Spotlight carpark entry and exit into one entry/exit controlled by the existing traffic lights. That intersection would then become a cross-'roads' intersection, safer for cyclists passing the entry/exit and safer because motorists exiting would have the option of turning north.

Hutt Road Cycle path – Submission

343

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Darryl Gray	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

In all my time cycling this route, I have only seen ambulances tending to cyclists on the path. A white line will not differentiate where people walk, and to be honest walkers are typically quite respectful of keeping to the side.

If the line is to provide walkers a great sense of safety from cyclists, then I'd be more accepting.

The primary issue is cars either pulling out of parking areas or pulling in. This is the greatest danger where I don't see any change in safety risk for either pedestrians or cyclists. You only have to watch the parents dropping kids off at pre-school to understand.

From a surface perspective, resurfacing would make the lane more attractive, as in some areas (often vehicle transition spaces) the bumpiness means loss of momentum and dodging potholes.

As an experienced cyclist, if the project was completed, I'd try the lane, but I actually find that by riding on the road, I'm safer travelling in a lane in the same direction as everyone else in the lane. Drivers don't seem to consider the same road etiquette should apply to cycle lanes.

Hutt Road Cycle path – Submission

344

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David Woodnorth	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

345

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dave Sharpe	Paparangi	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

The effectiveness of T2 lanes elsewhere - the lanes in Mana are troublesome and confusing. T2 isn't widely used, presumably because it's not an effective or efficient means of utilising existing infrastructure.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Yes, please include motifs to designate lanes to avoid confusion. Also, the addition of either convex mirrors or bright signage to ensure path users are aware of fellow users, along with vehicles crossing driveways would add to safety.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

See earlier comment regarding effectiveness of existing T2 infrastructure

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

346

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ian Clarke	Wadestown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

347

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alastair Kendrew	Woodridge	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

A painted line will work, but painting the walking area and cycling areas in different colours would be better.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Yes because I'm a cyclist and the parking on the footpath causes the most issues. But I can't imagine the people who park there will be happy.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Thanks for doing this. I ride now, but won't let my teenage son ride along the Old Hutt Road to school. This should make a big difference. If you could also do something about getting through the city from south to north please?

Hutt Road Cycle path – Submission

348

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kelly Ritchie	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

As a cyclist daily to work, my commute needs to be safer. I live in fear of being knocked off my bike and killed along the Old Hutt Road. I have had many incidents with cars, buses and pedestrians along this road. Some I have reported to the police and taken photos of the people involved. I am a Mother of two teenagers and a loved wife, I need to be safe getting to work.

Hutt Road Cycle path – Submission

349

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Newtown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

350

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alana	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The proposed T2 lane will make it difficult for cars coming out of Onslow Road because there will be more traffic in the outer lane. Cars will bank up Onslow Road far more than they already are.

Hutt Road Cycle path – Submission

351

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mark Bennett	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
Having a great link with SH2 both north & southbound.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)
There needs to be really clear separation of the pedestrians and cyclists especially around bus stops. Pedestrians are a big hazard for cyclists as they tend to stagger around the footpath unaware anything!

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Great to see this change being made

Hutt Road Cycle path – Submission

352

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jim	Churton Park	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

353

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Woodridge	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

354

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rob Howard	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

355

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Paul Healy	Karori	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Maybe make the line wider or hashed or perhaps yellow like a road double line

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Consider allowing bicycles to use the T2 lane. We usually travel at the speed of traffic when it is heavy

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This seems like a sensible plan. Well done

Hutt Road Cycle path – Submission

356

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bridget Simpson	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

357

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alex	Wellington Central	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Get it right the first time by proper planning rather than patching something that causes traffic chaos. T2 lanes cause traffic to bank up in choke points and also when buses stop. There are more opportunities other than the current plan suggested. Yes move the lamp posts

Hutt Road Cycle path – Submission

358

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andy Jones	Newlands	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Sorting out the cycle lane that goes up the Ngauranga Gorge, especially the path going down as it is very dangerous.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

From the bottom of the Ngauranga Gorge heading to Johnsonville, the pathway needs to be sorted into a proper cycle lane / footpath as it is very busy with foot and cyclists as well as looking at the footpath width at the railway bridge as it is very narrow and perhaps adding a warning of vehicle turning light at the road junction of Tyers Road as it is difficult to see when vehicles are turning on to this road.

Hutt Road Cycle path – Submission

359

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Proposed changes look great from a cyclists point of view, thanks.

Hutt Road Cycle path – Submission

360

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rachel Wilcox	Newtown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Please consider making different coloured asphalt or similar to make it clear that there is a separation, and that it is not a shared (pedestrian and cycle) lane

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

361

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Danny	Mount Cook	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Please consider not cutting down any trees

Hutt Road Cycle path – Submission

362

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrew Evans	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Despite speed bumps at entrances to businesses, cars are still likely to be a problem. Consider eliminating the Spotlight entrance south of Ngaio Gorge and requiring the use of the entrance north of the gorge for entry and exit. In addition, highly visible flashing "Look Left" signs, as drivers using the Spotlight exit in particular often do not look left at all when exiting the driveway.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

363

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anna Carter	Berhampore	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Add a coloured strip or 'bike' and 'pedestrian' signs at intervals along the path. Also place signs to remind users what side of the path is 'theirs' to use.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

No

Hutt Road Cycle path – Submission

364

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nadine Dodge	Aro Valley	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

The decision to go forward with this project should be made together with the Aotea to City Centre portion. The Aotea to City Centre portion should be given higher priority than this project as the current level of service is much lower. While the proposed changes are good ones, they aren't fixing the most critical problems for cycling in the area.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Make sure there is enough room for two way foot and cycle traffic.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

365

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Reimo Geerts	Newlands	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Stopping people from riding on the road while the T2 lane is active

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

366

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Steve Wallace	Strathmore Park	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

367

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Martin Wilson	Aro Valley	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

I rode the cycle lane recently and was soooo relieved not to be sharing a road with vehicles. However it was quite a bumpy surface, and I did feel vulnerable to any vehicles crossing the cycle lane.

Hutt Road Cycle path – Submission

368

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chris Waugh	Churton Park	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

369

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mark C	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
north bound cyclists need to be diverted to the cycle lane rather than being allowed to cycle on the north bound road for improved safety and traffic follow also the T2 traffic lane is also going to cause traffic congestion with vehicles re-merging to take Aotea quay bridge or to go down Tinakori rd

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
cyclist generally dont pay attention to roadmarkings (as seen in the video preview)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes
Cyclists need to be indicated to use the cycle lanes only not divert onto the pedestrian or vehicle lanes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

370

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Emily Simons	Karori	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This is great - integrating cycle paths into the city will bring Wellington up to world class status. All great cities around the world have cycle paths, trams, and metros. This is a good step towards making Wellington one of those cities. It is everyone's responsibility to travel economically and environmentally. Good work team!

Hutt Road Cycle path – Submission

371

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Annabel	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Something a little clearer than a line as otherwise pedestrians may stray into bike track which could be dangerous

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

About time!

Hutt Road Cycle path – Submission

372

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
S Coppard	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Differnet surfaces

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Priority of pedestrians and cyclist at vehicle crossings needs to be obvious to motorists.

Hutt Road Cycle path – Submission

373

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
mtber	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

374

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Lisa Hunkin	Vogeltown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Please also consider lowering the bridge railing/improving visibility outside of Spotlight, currently it is very difficult to see a cyclist approaching when turning out from Spotlight in a car. While this is a great improvement to the cycling infrastructure along the Hutt Road, in my opinion the ideal solution is to have one protected cycle lane on each side of the road.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

We need to start making it easier, faster, and more convenient to commute sustainably. This is great start.

Hutt Road Cycle path – Submission

375

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David S	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Generally I think it will encourage more people to cycle, although current "expert" cyclists will probably not be affected much by this sector. The removal of lamp posts and other obstructions should make the pathway safer for both cyclists and pedestrians.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Generally yes. Common sense and consideration for others is of course the key. New cyclists using this pathway will presumably not be travelling at 50k, and should be able to keep well clear of pedestrians. I would suggest that a solid green cycle path sh

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Parking is required for some businesses where you would expect customers to only require a limited time. I would not like to see cars parked all day from 9.00am along all this stretch. For example, near La Cloche parking could be limited to say one hour or perhaps 90 minutes to accommodate their customers?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Where possible, can parking information poles be removed and the parking signs placed on buildings or on poles on the eastern side of the pedestrian path? This would remove all obstructions between the cycleway and road.

Hutt Road Cycle path – Submission

376

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
J Hopgood	Newtown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

377

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Seatoun	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

378

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Geraint Scott	Northland	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

It can be, though good painting and signage is needed to make a clear separation

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Please don't be scared to sacrifice parking to make good changes for walking, cycling, PT, and the T2 lane. Parking has reigned supreme for far too long, and it's only when the parking is gone that people will truly shift their modes

Hutt Road Cycle path – Submission

379

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sandra Watson	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I travel by car (1 person) down Ngaio gorge, south to town and over ramp at ferry terminal. Can currently be in correct lane for entire journey by keeping left from the Kaiwharawhara lights. A T2 will force me into the wrong lane, and cause a lane change manoeuvre at Aotea that is unnecessary now. It won't be all that obvious, either, just when one could or should make the move. Suspect there will be many many others in the same position. Changing lanes slows traffic and I can imagine the buses will get a slower, not faster journey as a result. Why force an unwanted lane change on half of the vehicles heading into town? The T2 isn't needed.

Hutt Road Cycle path – Submission

380

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Martin	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Leave a chevron area between the two. So as to limit the possibility of a misstep or mild wobble causing an accident

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Reduce the amount of parking to reduce the appeal of driving

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Get on with it! Too many cyclists injured on this road too many speeding cars.

Hutt Road Cycle path – Submission

381

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ian Welch	Berhampore	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

382

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

First off, great video! What an innovative way to show changes. Secondly, great thinking. Agree with all. Just wondering if you could put judder bars for cars/trucks exiting all the businesses along the road. Too often they just pull straight out in front of us. At least the judder bars will slow them down? Failing that, mirrors so they can see cyclists coming from either side?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

See my comment above about keeping us safe from cars/trucks pulling out of businesses along the way.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Great work Wellington City Council. You should take a bow for being so proactive, innovative and downright responsible. You don't get enough praise!

Hutt Road Cycle path – Submission

383

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Thomas Zink	Churton Park	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

384

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
S. Cox	Brooklyn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Pedestrians tend to think they have priority - so will likely walk on the outside next to the road, instead of on the inside as pictured - meaning cyclists will still need to dodge them..

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

As long as this ties into an improved nauranga to Petone link it sounds great

Hutt Road Cycle path – Submission

385

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
te ge pe	Woodridge	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

i think all work on the cycleways should stop until a total solution for the area could be considered, designed and agreed upon. the public consultation doesn't seem to be listened to. too much weight is being applied to minority lobby groups. has there been any thought to run the cycleway along the railway line service road from Ngauranga right to VTNZ or even railway station?

Hutt Road Cycle path – Submission

386

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jennifer van der Merwe	Horokiwi	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

The proposed changes will greatly improve safety for both cyclists and pedestrians travelling along this way.

Hutt Road Cycle path – Submission

387

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Janice Stewart	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I can't see what is wrong with the way it is now as there are very few accidents but this will only increase the danger to both cyclists, walkers, and motorists. Very few see now use this and the cars parked off the road is much safer than on the road. There is a child care centre there and this could be dangerous for dropping off and picking up young children.

Hutt Road Cycle path – Submission

388

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

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Please make sure all kerb/driveway transitions are as smooth as possible.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

The video drive-through with overlays of the proposed changes is a wonderful way of showing us what it will look like.

Hutt Road Cycle path – Submission

389

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alexander Elzenaar	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

390

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alex Hewton - Malins	Newlands	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I cycle into town from Newlands once or twice a week. I also sometimes drive to work via this road rather than the motorway when I need to get building materials on the way to work. I also sometimes catch the bus. While cycling I cant say I've experienced too much cycle and pedestrian congestion so the proposal seems somewhat excessive to me. From the Ngauranga to Caltex there is very very rarely a pedestrian to be seen, there is cycle traffic but its not a huge amount. I think the current width is sufficient at this section, or could be widened to the east. Things get a bit busier perhaps from about the Caltex on wards. The biggest problem I find is cars turning into and out of driveways and driving onto the footpath to park in those parks that are on the footpath. The removal of the lightposts and car parks is a very good idea. Speed humps and moving parking to on the road, both great.

Putting my driver hat on I think it will be far more congested with only one lane (however this might encourage people to use the new 'smart motorway') and I cant help but imagine the drivers stuck in their cars cursing the massively wide and empty cycle / and walking path, not very good for motorist / cyclist relations.

The T2 will make bus travel better.

All in all I think a 4m wide cycleway plus 2m wide walking path is very excessive, I just dont believe the patronage warrants something this wide. Perhaps a compromise would be something along the lines of leaving the 2 lanes for cars as they are, have a 3rd lane for parking / T2 then a 3.5m or so wide shared cycle / walking path with no parks on it, putting the walking path roadside to keep cyclists away from car doors. Also a T2 heading North is ridiculous, after Ngaio I have never been stuck in traffic and never had a problem with a bus stuck in traffic, it is really free flowing, you also have the problem where Northbound traffic trying to get onto SH2 backs all the way up past the railway bridge, then what? All us SH1 people have to wait in the RHS lane? No way, the left lane needs to be open for all users or T2 plus SH1 traffic. Also, any left over money could pay for a tow rope or gondola up the gorge to J'ville.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

See my first comment

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

See my first comment

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

See my first comment

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

See my first comment

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

See my first comment

DO YOU HAVE ANY GENERAL COMMENTS?

See my first comment

Hutt Road Cycle path – Submission

391

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kirsty	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

392

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Hinrich Schaefer	Owhiro Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

393

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

394

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

395

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Daz isaac	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

396

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Fiona	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Put the cycle path on the Western side of the road- ie opposite to where it is now. Less interactions with business, cars and separated from pedestrians. Lose the T 2 lane, keep the parking.

Hutt Road Cycle path – Submission

397

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Roger Burra	Rongotai	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Be aware that pedestrians in particular will stray into the cyclist area. The white line will only really act as a reminder to be aware of othe modes. I.e will act as a warning. Very difficult to see what else you could do without taking more space for

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

How are you going to achieve compliance with the T2 controls? What is your strategy if compliance is poor?

Hutt Road Cycle path – Submission

398

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Divide the cycle lane into a north and south lane where usual road rules would apply.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Make it clear (to motorists) that cyclists are still permitted to use the road (T2 Lane)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

399

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Edwin	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Looking forward to a safer environment for all road users

Hutt Road Cycle path – Submission

400

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Greg B	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Lots of signage for people to tell them to watch out for bikes.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

You have to actively police the use. Currently there is a bike path that is actually quite adequate. However cars park badly in places and cut width to a minimum in places. If the WCC actively managed this and ensured contractors repaired the cycleway to a half decent standard you could easily continue with the current model.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Please make sure the end product is well managed and actively enforced.

Hutt Road Cycle path – Submission

401

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nick Engleback	Kelburn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

that some cyclists will still prefer to travel on the road because it allows them to commute at higher speeds. Also this route is used by a lot of recreational cyclists particularly in the weekend. I would like to see the speed limit on the Hutt Road reduced from 80 to 60kmph. With a new variable speed limit on the motorway there are times where the speed limit will be higher on Hutt Road.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

I think the T2 lane could be permanent not just at peak times

DO YOU HAVE ANY GENERAL COMMENTS?

the traffic lights for cyclists at Ngaurunga Gorge and bottom of Ngaio Gorge do not allow cyclists to cross the road before the light changes colour. An extra 5 seconds of green light for bikes may be enough to allow cross.

Hutt Road Cycle path – Submission

402

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Gary Klocek	Newlands	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

As long as we don't end up with a cycleway like the Island Bay run, I think these developments will be excellent.

Hutt Road Cycle path – Submission

403

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Roderick Boys	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

The only thing I'm not clear on is how the business carpark entrances will be managed e.g. line of sight and signage advising vehicles to look for pedestrians and cyclists. The only incident I've had on this cycle lane currently is when a car pulled into the cycle lane in a hurry and I couldn't stop and we had a minor collision.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

404

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Roger Shipton	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

so long as they respect it

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

might be better and cheaper to put in a protected cycle lane down the north side of the road from the overpass down to the gorge but you would need a couple of flyovers to get bikes through the intersection and on to the motorway.

Hutt Road Cycle path – Submission

405

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tim Baker	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

1. alternative routes. please consider putting a cycle lane along the rail corridor, behind the existing building on hutt road. I understand this is difficult, and involves land purchases/leases etc but there is a current gravel access route along the whole length of this project. It would totally remove cyclists from the road.
2. Please also consider the impact that more cyclists (as a result of the improvements) will have on the ability for cars to turn off hutt road and cross the cycle/pedestrian routes. This is difficult at the moment (I do it 3 x per week) and will only get harder with more cyclists.
3. Consider purchasing and knocking down one of the buildings along hutt road, perhaps close to the daycare centres, and turning it into a park&ride for the impacted motorists.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Consider how increased cycle traffic is actually going to increase the number of car vs cycle confrontations along Hutt Rd. I currently cycle from Ngaio 2 days/wk, and drop my daughter off at Early Years 3 days/wk so experience the road from both a motorist and cycle perspective. Current;y it can be very difficult in a car to turn across 2 lanes of traffic and a mixed cycle/pedestrian path. This will only get more difficult if cycle numbers increase (which i'm sure they will)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I think your consultation process was pretty poor. You should have had people out on the cycle lane talking to pedestrians and cyclists, you should have put mailers on the cars that currently use the parking on Hutt Road, and the consultation process should have started much earlier than it has.

Hutt Road Cycle path – Submission

406

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
V Rowe	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

There are a number of day care centre's on the hutt road that are particularly busy on weekdays from around 7.30am and again from around 5pm. Due to the location most parents need to drive and so still need to be able to easily access the parking for the day care. This will involve merging into the T2 lane and then slowing traffic whereas at the moment the lanes seem to work well enough with most people already in the right hand lane if they need to enter a business premise. It also means those crossing the hutt road have a chance when all traffic slows to get across traffic which may not occur if you have a T2 lane that travels faster.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

As long as the footpath doesn't become too wide and therefore difficult to access business premises when pulling off a busy road and across multiple pedestrian and bike lanes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Is there anyway to add a cycle / bike lane to the centre of the road so then cars turning do not have to be hyper aware of foot and cycle traffic that could be coming from all sides particularly if the view is partially

blocked by parked cars as well.

Hutt Road Cycle path – Submission

407

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
J Cleveland	Hataitai	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

The video, and documents, do not clarify if all pole type obstacles will be removed. Street lights are not the only issue, with Speed signs, directional signs, pedestrian crossing poles all cluttering up the path. These all need to be removed or placed at the extreme edge of the path.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

408

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Colin Price	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

I know it's proposed to move and consolidate bus stops, but it's worth keeping in mind that people getting On and off a bus need additional space to avoid getting tangled with passing cyclists.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Please keep in mind that the bike path needs to be as smooth as possible to ride on at speed to encourage "roadies" to use it. Many currently use the road to avoid the existing hazards and uneven surface.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

409

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Making it compulsory for cyclists to use their designated path and not the road. Currently this doesn't happen and I'm not convinced that this new design will change the attitude

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Do not remove the already poor parking for the businesses along Hutt Road. The focus should be on how to help the traffic - cars - flow more smoothly, not on making it cycle friendly during peak hour traffic, unless there are steps taken to police the cyclists who hold up traffic by riding on the road

Hutt Road Cycle path – Submission

410

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

By reducing the car parks you will be effecting the local business especially the Childcare centres. It may be a busy cycle route but I dont see when drastic changes need to be made

Hutt Road Cycle path – Submission

411

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Oliver Sangster	Brooklyn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

I fully support removing street parking and replacing with cycle ways / walkways. This should be done all through the CBD as well, with new parking buildings in strategic locations to deal with overflow as a result

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Anything to make this city more cycle and pedestrian friendly, I'm all for!

Hutt Road Cycle path – Submission

412

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
K Gordon	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I see this proposal as not only beneficial to cyclists but to pedestrians like me who currently use the existing cyclepath from Ngaio Gorge into the city to walk to work. There is no separation between cyclists and pedestrians and I consistently am almost knocked over at least once and often two or three times by cyclists who don't bother to slow down or provide sufficient room to pass, even when I squeeze as far to the left as possible. I have even been sworn at by cyclists for being on the path! So I am delighted there will be a separation. However, please also consider in the meantime a proactive education campaign for cyclists (and pedestrians) in the meantime to help them understand the pathway is currently shared with no separation and in future will be separated, enabling us to live together more easily. Having a compliance officer monitor the cycleway at peak usage times (between 7 - 8.30am) would also be helpful.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Please note my comment above - currently, cyclists appear to consider they own the cycleway completely and there is no room for pedestrians, notwithstanding it is the only place for us to walk. An education campaign to get cyclists to understand this is a

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

A shared pedestrian/cycleway along the Hutt Road is beyond overdue. Get it done! At the same time, make sure the public users of the route understand their responsibility to share the route with each other with courtesy and safety. Bring on the posters and education campaign. There is room for all of us to get into the city safely, efficiently, and without clogging the road with more private cars. Thanks for doing this!

Hutt Road Cycle path – Submission

413

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chris Gianos	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I do not support the loss of parking in an area that is already difficult and I absolutely do not support the t2 lane. Current traffic is not really a problem and making these change will probably improve bus trips by maybe a minute while having a large impact on drivers. Do the bike lane and footpath but skip the t2 lane!

Hutt Road Cycle path – Submission

414

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Justin Blakie	Paparangi	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Moving the cycleway to the " hill" side of the road and realigning the road lanes. This would mean the cycleway would not cross the entrances to business properties and address the ongoing risks of collisions with cars exiting these driveways. The hill side of the road would have none of these to content with. This seems to be the main current issues not addressed directly in the proposed plans.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Adding clear signage as well to clearly bring cyclist and pedestrian's aware of the separate areas

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

415

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Brooklyn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

416

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anonymous, Lower Hutt	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)
Is it possible to have a central parking lot that people could use? Some businesses will be negatively affected if you can't get a park anywhere near them.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)
How will this be policed?

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

417

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jim Boyd	Broadmeadows	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Council members you really need to take a good hard look at what is currently happening on Hutt Road at present , and take into account who you are affecting with this stupid idea. People who park at present from 6.30 onwards will have no where to go. The system is wrong now and needs more thought. The four laning of the motorway should help traffic on the Hutt Road , so why not look at changing it completely .

1. Have a north / south bike lane on the north lane .
2. Have ONE lane north
3. Have a purpose built footpath wide enough to accomodate future cafes etc
4. Create angle parking
5. Have ONE lane south for cars

6. Have a peak Bus lane .

7. This can all be done without affecting current businesses ,and makes for much safer pedestrians , cyclists and drivers.

8. The key is the Motorway 4 laning will help the Hutt Road . Come on council think outside the square for a change and look at all road users

Hutt Road Cycle path – Submission

418

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Debbie Evans	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

The main issue for cyclists using this route are cars crossing the cycle lane to turn into businesses. This doesn't address this problem adequately and is unlikely to lead to a reduction in the number of accidents.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

419

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
Having no car parking along road or at least around the entrance ways. Car parking may block motorist and cyclist visibility and lead to a higher accident rate.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes
See previous comments re no car parking beside road. Also I think speed humps need to be on both sides of cycle lanes when there is an entrance way and they should force cars to slow down and not merely indicate that this is required.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)
see previous parking comment

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

At present I would only ride this section on a Sunday when the businesses along here are closed. The changes proposed come close to making me reconsider this but it will depend upon how well this is implemented (e.g. visibility and actual reduction in vehicle speed at intersections).

Hutt Road Cycle path – Submission

420

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Stuart Dickson	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

I support removing car parking on the footpath - this is safer for pedestrians. Having a bike lane between the footpath and bus stops is not safe.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

It is enough for cyclists who are going slowly - e.g. kids and families on a leisurely ride. Commuting cyclists are travelling too fast to be mixed with pedestrians, especially if travelling in a bunch

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

See comments above about having a cycle lane between the bus stop and the footpath

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

I would prefer to see the road widened to allow commuting cyclists to safely travel on the road. With the rapid uptake in electric-assisted bikes, commuting cyclists will be travelling 35-50km/h. This is more suited to being on the road. The additional width could be accommodated by having a narrower two-way lane integrated into the footpath for slow cyclists.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

I have to say yes to be able to comment! The T2 Lane in Plimmerton was an abject failure. Why will it be any different here?

DO YOU HAVE ANY GENERAL COMMENTS?

The proposed scheme's philosophy of grouping cyclist with pedestrians is fundamentally flawed in respect of commuting in Wellington. The philosophy doesn't account for the difference between a 'leisure' cyclist and a commuter.

Commuting cyclists currently travel at 25-45km/h (I am one of them every day of the year) and the average speed is increasing with more electric-assist bikes on the road. At this speed it is illogical and unsafe to have cyclists and pedestrians together. This is especially true when the cycle lane passes between the bus stop and footpath.

Commuting cyclists should be accommodated on the road, by widening the existing road - 0.75m on both sides would be enough. The proposed cycle lane could be narrowed from 3m to 1.5m to provide the extra road width - which would be sufficient for two-way lower speed cycling.

The main risk to cyclists comes from turning vehicles and this doesn't go away when you are on the cycle lane - cars still have to cross the cyclist's path when turning into side streets and driveways.

Hutt Road Cycle path – Submission

421

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
jon	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

this is going to cause massive delays and build up of traffic because of 1 lane used for buses, bikes etc, what about the traffice that has to merge in from khandallah area its bad enough now without having this happening. leave it as it is

Hutt Road Cycle path – Submission

422

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Oli Brooke-White	Berhampore	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Looks great to me!

Hutt Road Cycle path – Submission

423

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrew McLellan	Crofton Downs	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
Increased signage for exits of businesses next to the cycle lane. Existing arrangements make the road feel like a safer option because of parked cars on path.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
So long as sight lines are good and not obstructed by bus stops, shop advertising and lamp posts.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

As currently configured I'm happy to use the cycle lane from Ngauranga to the first petrol station/truck stop. From there on the path surface, obstructions and parked cars make the lane more hazardous than the road. So I stay on the road until past the Ngaio Gorge intersection if heading south. The changes should make the cycle lane a lot safer and more attractive option.

Hutt Road Cycle path – Submission

424

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Including a change in texture and colour on the pavement.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)
Systems that would encourage people to carpool (3 or more people)

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

425

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Amber	Karori	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

From my experience the traffic moves just fine (slow but steady) during peak hours.

DO YOU HAVE ANY GENERAL COMMENTS?

Waste of tax payer money. Cyclists and pedestrians have plenty of room to share on this length of road. How many cyclists really use this path? Not 2000 per day that is for sure!!! Wouldn't taking out the light poles and transferring them to the other side of the road be sufficient? Then again having no lighting on the side of the road that pedestrians are using wouldn't be safe after dark.

Hutt Road Cycle path – Submission

426

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Neville Cox	Kaiwharawhara	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Many of the adverse impacts of the proposal to users of this corridor have been inadequately evaluated and remain unmitigated.

The loss of parking and its impact on adjacent businesses and residents has not been addressed in a satisfactory manner. Commuters already park in Rangiora Ave and then catch a bus into the city at a fare boundary, this proposal does not address this impact. Rangiora Ave has a property development resource consent in progress for 10 new dwellings, unsupported by a traffic management plan and no reference to this proposal.

The design, management and operation of the proposed T2 lanes and clearway fails to explain how it has been developed from a multi-modal transport perspective and is therefore likely to be highly disruptive to many users of this corridor. There is no detail about how the needs of cyclists can be met in a way that supports multi-modal needs of all users of the Hutt Road transport corridor.

Cyclists should not be allowed to share the T2 lane, cyclists and vehicles do not mix well, hence the cycle way.

How vehicles needing to cross T2 lanes will work is not detailed, without good design this will be more disruptive than any T2 benefit can introduce.

Data needs to be published to evaluate the effectiveness of the Mana T2 lane relative to this proposal. The north bound T2 lane is lacking information.

The Thorndon Quay bottleneck and current travel time delays is not addressed and it is not apparent how any of the proposed benefits of this proposal can be achieved without a fully integrated road and traffic plan.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?
--

No

DO YOU HAVE ANY GENERAL COMMENTS?
--

The Hutt Road cycleway proposal is currently very high level and requires extensive stakeholder consultation and detailed design to ensure the benefits of the investment are clearly understood, can be independently measured and will be realised.

Hutt Road Cycle path – Submission

427

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
M Steele	Tawa	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The bus time table from Tawa to my work and return is insufficient ie (They don't start earlier enough and finish at 5.30 pm) then I have to catch 2 buses to get home with long delays between. There is no direct bus service at all on weekends. The train alternative no longer stop at Kaiwharawhara (like it use to)

Hutt Road Cycle path – Submission

428

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rhari	Brooklyn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

No

Hutt Road Cycle path – Submission

429

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Robert cox	Hataitai	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I do not support the T2 lane. Some people live alone and should have the right to use the roads they pay for.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

430

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Terence Quirke	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I am in favour overall of improving the route for cyclists and pedestrians. The improvements suggested appear to go a long way to improve on the current situation. The changes to restrict parking of cars I think is appropriate but my experience of something similar along Thorndon Quay was the need for enforcement to ensure safety of cyclists. There is a need to improve facilities for cyclists and pedestrians throughout the city and to redraw the balance between the car and other road users.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)
enforcement is essential.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

431

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Christine Jamieson	Newlands	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Have the number of pedestrians been counted, there seem to be very few. The combination cycle path and footpath currently seem to be perfectly adequate at the moment. A large number of cyclists seem to choose not to use the current cycle way, have they been asked why?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

See the previous comments

Hutt Road Cycle path – Submission

432

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

better separation from cyclists

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

It's deceitful of you to bill this as a cycleways project and seek feedback via a website which by definition will be more likely to be accessed by cyclists than by the majority of road users who will be adversely affected if this proposal goes ahead. At present, 50% of respondents identify as cyclists. In reality far less than 50% of users of this stretch of road cycle. It is hard to avoid the conclusion that this is a pro-bike anti motor vehicle council forcing its ideology on the people it is supposed to serve. Roll on October and the local elections. And drop the T2 idea. It's not necessary and didn't work at Mana. Why do you fail to learn from others' mistakes?

Hutt Road Cycle path – Submission

433

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chris	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I commend the Council on creating an improved roading layout for cyclists on this busy road, and for relocating the street lights to the other side of the road. Could you also please consider eliminating all other unnecessary signage from the middle of the new bike path to reduce hazards. Could you also please address the large number of vehicles that currently drive across the shared walking/cycle path to park/drop off- if the number of vehicles could be reduced that would be great.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

please refer to my earlier comments

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This is a great initiative by the Council, as it will encourage more people to commute by bike and thereby reduce road congestion during peak times - a win-win.

Hutt Road Cycle path – Submission

434

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

435

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
John Pawson	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

436

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Melrose	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Creating a wider safer cycle path will allow cyclists to use the path and therefore not choose to either obstruct the road or dodge pedestrians and lamp posts. The changes will benefit all users of the road; motorists, cyclists and pedestrians. Facilitating faster bus service with a T2 lane will also encourage more people to use public transport which will reduce congestion

Hutt Road Cycle path – Submission

437

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Victor Komarovsky	Oriental Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

Ensure that consolidation of bus stops does not significantly impact bus users by making them walk much further, making bus travel less attractive.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

438

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

439

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jimothy	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Parking for the people who work along the Hutt Road, there isn't enough parking in our workplaces nor can anymore be added due to the rail corridor. I start work at 6am, how am I supposed to park. I live out of Wellington and need my tools with me so another mode of transport isn't viable.
I agree that there needs to be a new walkway/cycle route this is not the way to do it.

Hutt Road Cycle path – Submission

440

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Caleb Scott	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

These changes will write off all parking for business users along a this road, there is no space on these business to make parking. Also it is hard for these business users who have drives ways to exit these sites with the current arrangement, new idea will make it worse.

Hutt Road Cycle path – Submission

441

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David Smith	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

It would be safer for pedestrians to separate the cycleway and the pedestrian footpath - ie have the cycleway on the Western side, against the hills.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Why not make the most of this opportunity (and the funding available) and do this properly? Put a cycleway on the Western side of the road against the hills. It'd probably cost a bit more, but it's a much better outcome: safer for pedestrians not having cyclists speeding past; safer for cyclists not having to worry about cars crossing the cycleway to enter and exit businesses as they do now.

Hutt Road Cycle path – Submission

442

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Carolyn Nimmo	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Thank you for separating walking and cycling, and for making improvements to the safety and enjoyment of both pedestrians and cyclists.

Hutt Road Cycle path – Submission

443

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Common person	Kilbirnie	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Prioritise, not penalise walking and public transport. The number of cyclists is too small to warrant so much expense for cycling. Consider extending NZTA harbourside Petone to Ngauranga share path to city and connecting cyclists and pedestrians to some thing brand new and does not impact traffic.

Hutt Road Cycle path – Submission

444

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Consultation process has been poor and should be extended with better advertising of the sessions to the cycling community and users of the proposed walkway and cycle path to avoid another disaster like the Island Bay cycle path

Hutt Road Cycle path – Submission

445

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dean Archer	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

The changes to the parking will have adverse affects on employees in all business along the Hutt road, Where will they park?

Hutt Road Cycle path – Submission

446

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Hadyn Nicholls	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Making the Kaiwharawhara intersection 4 way would make it safer for all and remove dangerous maneuvers being undertaken by people coming out of the Spotlight carpark and make it safer for cyclists and pedestrians alike. People come out of Spotlight at the South end an U-turn to get back up Ngaio Gorge all the time.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

This is a great opportunity for this change to be made and would be really unfortunate if making a fourway intersection at Kaiwharawhara was missed off this change

Hutt Road Cycle path – Submission

447

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andy	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

How can you justify this for the small number of bikes against cost and disruption to parking for people along the Hutt road.

Hutt Road Cycle path – Submission

448

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Richard	Brooklyn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This looks like it will make that route far safer for cyclists - fantastic.

Hutt Road Cycle path – Submission

449

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrew	Tawa	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

The area at the bottom of Ngaio Gorge outside spotlight needs more thought. This is a high volume area for traffic, who often don't see cyclists. I have witnessed two accidents here myself, both cyclist vs car. I don't believe the current design gives enough thought to the complexity of this area, nor does it solve the problem of cars and bikes in this area.
Widening helps the narrow area where it's dangerous for cyclists and walkers, but the design does not address the issue with the cars trying to get out of this busy intersection.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes
Comments above re: the complex intersection by spotlight.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The T2 lanes are poorly used and understood, the one in Mana isn't used correctly in my experience, so I see little evidence it will work here. Parking cars, so close to traffic lights is likely to cause confusion, much like what was seen in the poor design of upper Victoria street.

Hutt Road Cycle path – Submission

450

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Wendy Yang	Northland	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
No parking in the middle of the road like Island Bay cycle way. It's unsafe to vehicle passengers.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Blind people?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes
Why does it need to be 4m wide? 3m will be enough.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Strongly opposed to parking between road and cycle lanes.

Hutt Road Cycle path – Submission

451

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Churton Park	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

452

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Leanne McLean	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

As a daily commuter from Khandallah to Lower Hutt and back in rush hour traffic to a role in the not for profit sector, I am deeply concerned at this proposal. This is because I need to use a car to get to work as there is no practicable public transport to allow me to do so. I access Hutt Road from Onslow Road every work day morning and without the changes as proposed, already need to leave home at 7.30am to join queues of traffic down this small road. This is because traffic using Hutt Road from Ngauranga already fill Hutt Road, making it a task for city-bound Khandallah/Ngaio traffic to merge at the bottom of Onslow. For me turning left from Onslow to head to the Hutt, it is always a long wait these days. A free turn left would be glorious!! Also, T2 has not worked in Mana so there is already evidence that this type of traffic control does not work! I also

believe that if there is a cycle lane, cyclists should use it! Isn't that what you are proposing after all? If this folly goes ahead and you create beautiful new footpath cycle lanes only to have cyclists not use it, what would the point have been? Perhaps a more simple approach in the first instance would have been to change the footpath/cycle lane into footpath only for pedestrians and ask the cyclists use the road!? Thank you for the opportunity to share my thoughts. I am vehemently opposed to this proposal.

Hutt Road Cycle path – Submission

453

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Amy Smith	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

WCC needs to seriously think about the big picture of fixing transport in general through the city, not just focus on cycle ways, which have massive negative effects on all other road users. Cyclists will always be a minority in Wellington. Fixing Tunnel congestion would provide a far greater improvement to traffic congestion/safety issues caused by a bigger number of commuters (vehicles and public transport) than patching up an already existing cycle.

Hutt Road Cycle path – Submission

454

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michael	Wadestown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I work on the Hutt Road, walk extensively on it and also have to drive in and out of business premises. The proposal will further increase the already very high speed of cyclists, who are aggressive and inconsiderate of the other users of this shared space. The road changes will make it very difficult to access premises along the Hutt Road and will lead to significant traffic congestion. The proposed cycleway does nothing to make things better for pedestrians and makes things worse for all other non cycle users. This proposal lacks vision and is very short term in view. This current project should be reduced to be only moving all "street furniture" to the north side of the road, the introduction of police enforcement to improve cyclist behaviour around other users and then move its focus to a seaside pathway/cycleway south of Ngauranga, with physical barriers provided to protect pedestrians from cyclists and with over-bridges used to traverse

KiwiRail and CentrePort land. This would be a solution for the future.

Hutt Road Cycle path – Submission

455

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Paul Kennett	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I cycle this route every day. These changes would greatly improve my safety. It would open up the route to more and more people wanting to try commuting by bicycle.

Hutt Road Cycle path – Submission

456

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Marie Dawkins	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

For cyclists coming from town: how do we get from the left hand side of the road (ie normal cycle position) across the busy road in 5 o'clock traffic, onto the two way cycle path and then back across to the left hand side to cycle up the Ngaio Gorge? The current pedestrian access between the bottom of the gorge and Spotlight doesn't work for cyclists turning left up the gorge as it's on the wrong side of Kaiwharawhara road. You'd have to get back across Kaiwharawhara Rd (in 5 o'clock traffic) onto the left hand side. Currently it's a nice free turn off Hutt Rd without crossing any roads.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Walking access down the Ngaio Gorge, is on the right hand side of the road. To get across the Hutt Rd from the gorge you need to cross onto the left at the bottom of Kaiwharawhara Rd, then cross at the pedestrian crossing. The crossing between right & left

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

My earlier comments about returning from town. ie resolving the crossing back & forth across the Hutt Rd between the cycle way and the Ngaio Gorge

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Where do those parking there now go if the parks are reduced??

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

1) The Island Bay style cycle ways are simply not an option here. 2) There are many different skill levels

amongst the cyclists using the current cycle path. There needs to be more space so the faster cyclists can get by without bullying the slower cyclists or walkers. This happens now. 3) Once in place will the cycleway be swept clean of the gravel, glass and rocks that litter the current path?

Hutt Road Cycle path – Submission

457

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Grant Uridge	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
No T2 lanes, they failed in Paramata, were never able to be policed and just slowed the flow and further more the cheats got everyone else's backs up. No T2 Lanes.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Put a new set of lights in for traffic leaving the Spotlight Site linked to the lights at Ngaio George Road.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)
Need lights at Spotlight and a bike cycle in the traffic lights to cross and go up Ngaio George

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Again no T2 lane, they are a complete and utter waist of a good road network. There is room for all on Hutt Road without a T2 lane.

Hutt Road Cycle path – Submission

458

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Yvette Elliston	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Moving the exit from Spotlight carpark to middle of carpark with traffic lights and part of the intersection. There have been so many near misses as people come out of the carpark.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know

As long as a road sweeper goes along the bike path to clear the rubbish off it.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

As long as bikes can use it also

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

459

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
BJP	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
Cyclists already ignore the existing cycle way. are you wasting your money spending more on an improved route just to have that ignored as well??

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)
People already seem to use the footpath as it is - does it need money spent on it, just to look like pedestrians are not being ignored?

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
A shared cycle / pedestrian path is often OK with well-behaved users

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)
I there enough room for pedestrians get past the shelters?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)
Wider space may be needed in places (the bridge for instance), but the current facility generally doesn't seem overcrowded as it is.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)
I couldn't add a comment on the last question. I wanted to say that the Hutt Road is fairly busy at most times, and allowing parking on road taking out a whole lane seems counter-productive, especially as you don't know an 'improved' cycle way will be more used than the existing one, with most hard core cyclists maybe still using the road

DO YOU HAVE ANY GENERAL COMMENTS?

Because cyclists are not banned from using the road when there is a dedicated cycleway, all this fuss of providing exclusively for cyclists can be a waste of resources

Hutt Road Cycle path – Submission

460

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
BJP	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

DO YOU HAVE ANY GENERAL COMMENTS?

I found this survey in a cycling bit of news, when the most affected users will be everyone else. No option to comment when the answer is no. Perhaps the outcomes have been pre-determined as in the disasterously implemented Island Bay fiasco

Hutt Road Cycle path – Submission

461

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Shaun McMaster	Mount Cook	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Please consider raising the curb (to footpath level) in the 1 metre gap between car parking and the side of the road/cycleway. Having cars park with a 1 metre separation at road level can be distracting to drivers, as it may appear that the cars are in the middle of the road when in fact they are parked. I have experienced this in the cycleway changes to Victoria Street.

Raising the curb may also make it easier for drivers to park with more precision as they can use the curb for reference, and for elderly passengers to disembark.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

As per my comment above, please consider raising the curb to footpath height in the 1m space between car parks and the cycle lane, as the gap at road level can be confusing. This is how the issue is dealt with in Paris, where I have lived recently, and it seems to work there.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

462

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Long-term Thinker	Newtown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I am not a transport expert so can hardly speak on whether the details are correct, but the sentiment seems reflected – people with different transport methods need options.
Cars are the problem. Not only do they take up way more space than they can justify, including space in the atmosphere creating more global warming, but their era is coming to an end. As we move away from fossil fuel (or it moves away from us), we need to plan for how we will get around without them.

Hutt Road Cycle path – Submission

463

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sue Lewis	Broadmeadows	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

People with buggies or wheelchairs

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Very happy if it will make bus journeys faster and make cycling, walking and running safer.

Hutt Road Cycle path – Submission

464

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
		Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

465

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Carl Howarth	Newtown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
Soft separation of pedestrians and cyclists, such as a kerb.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Ideally cycleway and pedestrian way would be at different heights

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Looks much safer for cyclists and pedestrians. T2 should make travel quicker for higher occupancy vehicles.

Hutt Road Cycle path – Submission

466

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jacqueline	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Please consider pedestrians as much as cyclists. In all the time I have been walking to work in the mornings (between 6am and 7am), only half a dozen cyclists passing me from behind have used a bell and the vast majority pass within an arms length. I quite often feel the draft of wind as they pass and have been brushed by the cyclist or things on their bikes several times. "Share the verge" is as important for walkers as "share the road" is for cyclists.

Hutt Road Cycle path – Submission

467

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ian Shearer	Wadestown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This will be a significant improvement for cyclists and pedestrians on this route.

Hutt Road Cycle path – Submission

468

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Justine Wilson	Kaiwharawhara	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Cyclists need to be courteous towards pedestrians at all time, there should be more enforced laws around speed cycling on cyclepaths

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I think a cycle path along the railway would be a great idea, preferably in a cage, that's where most of them belong, they can slog it out in there without bothering anyone.

Hutt Road Cycle path – Submission

469

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nancy	Kaiwharawhara	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

traffic should continue to flow freely when a bus is parked

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The objectives of the proposal are not clearly stated and the return on investment cannot be measured due to insufficient planning detail. Wide stakeholder engagement is essential to ensure any proposal is well thought out and will meet the needs of all residents, local businesses and road users.

Hutt Road Cycle path – Submission

470

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Thomas Davis	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

T2 lane will result in more traffic in the southbound right lane slowing the merging traffic from Onslow Road which includes T2 traffic and buses. This in turn could divert more traffic to Ngaio gorge which is already congested in peak hour. Phasing of lights at Onslow Rd to allow longer phases will be necessary and or a longer merging lane.

DO YOU HAVE ANY GENERAL COMMENTS?

A proper risk assessment and traffic modeling report should be commissioned for this project. The results of both should then be made public with a further round of consultation with proposed detailed design for further consideration addressing issues identified in this consultation process.

Hutt Road Cycle path – Submission

471

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
Better access (by car) to Spotlight Kaiwharawhara; possibly make the junction four-way traffic lights rather than just 3. It is exceptionally difficult to get to Ngaio from Spotlight when you can't turn right out of the car park, and having turned left you can't then make a U-turn.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)
Extend it all the way to Wellington bus station

DO YOU HAVE ANY GENERAL COMMENTS?

I don't see why there needs to be any parking spaces on Hutt Road - people visiting the businesses can use the relevant car parks (Placemakers, Carters etc). I'm not convinced enough cyclists or pedestrians use the current cycle/pedestrian lanes to warrant the upgrade.

Hutt Road Cycle path – Submission

472

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
John Cuthbert	Northland	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

A painted median should be ok so long as lane designation is really clear

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

The parking still allows a conflict zone into pedestrian and cycle areas. Why is parking against the buildings required at all?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Is this really necessary? Is there sufficient peak traffic to make the distinction of a T2 lane?

DO YOU HAVE ANY GENERAL COMMENTS?

This zone really needs improvement and it would be really great to see the cycle path upgraded.

Hutt Road Cycle path – Submission

473

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jeff Flavell	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Thank you - making this route safer for pedestrians and cyclists us appreciTed. Speed humps at business enterances will slow traffic entering parking areas or premises - this means vehicles on the cycleway which is Not desirable. I prefer a sign at the Exit of a crossing to speed humps. Plse put tradfic lifhts on the spotlight property opposite Ngaio Gorge Rd, and realign the entrt and exit to form a t intersection. This would solve the dangerous Uturn behaviour observable on weekends as cars exit spotlight and turn to go northwards. Plse make entrance wAys to businesses a bike friendly crossing ie not a sharp kerb crossing.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Plse mark the cycle area with some paint like a bike stmbol every 50 or so metres

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

A service to sweep the path if needed to clear glass
 Plse retain traffic lifht push control at Ngaio Gorge and cycle first light phasing and forward stop boxes for cycles
 Plse see my general comments to Q1

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Buses can have clear priority eh. Thats VIP

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

474

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Heather	Kaiwharawhara	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

My children regularly take the bus at either Kaiwharawhara Road or on the Hutt Road (outside La Cloche) and we do not support this proposed change. I concur with other comments that there should be a separate consultation process, including signage on the bus stops being removed as I'm certain the high volume of regular bus users won't be aware (or happy) about this potential change.

Hutt Road Cycle path – Submission

475

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Marama Templeton	Kaiwharawhara	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Marama Templeton, Kaiwharawhara
I agree with my neighbors that before a decision is made on relocating the Kaiwharawhara road bus stop, a current user survey and proper consultation process be done to ensure that all users of the bus stop are aware of the proposal.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

476

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jude Ball		Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

How the T2 lane works needs to be well communicated.

DO YOU HAVE ANY GENERAL COMMENTS?

There is likely to be opposition from retailers about loss of car parks, but there is growing evidence that increasing the walk-ability and bike-friendliness of retail areas is good for business. Retailers' fears are seldom realised, so I encourage Councillors to be bold and do the right thing.

Hutt Road Cycle path – Submission

477

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Something needs to be done about the entrance/exit with Spotlight. You currently can't go up Ngauranga gorge or head north from that car park and HAVE to go south. There have also been a number of near misses where people have crossed lanes to enter Spotlight after coming down the Ngauranga gorge and turning right onto Hutt Road. This makes this dangerous for both motorists and cyclists. A solution similar to that near Countdown in Johnsonville could work, where there are traffic lights going in and out of the car park.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I often wonder why so much money is being planned to be spent on these cycle lanes when cyclists rarely use them already and stay on the roads. Too much thought is going into what the cyclists want/need and not enough on motorists needs.

Hutt Road Cycle path – Submission

478

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rhedyn Law	Newtown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Clear separation between cyclists and pedestrians

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

There needs to be a clear deliniation between cycling and pedestrian spaces, colour, texture and/or grade deliniation is an important safety aspect for all users

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

A positive design which provides improved infrastructure for different modes of transport, which provides alternatives that are safe, as well as increasing the efficiency of public transport services.

Hutt Road Cycle path – Submission

479

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anne Gardiner	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

I would like to know why there are notes for people saying YES but no area for people who are saying NO?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Yet again the Council have not consulted widely. Most people in Khandallah do not even know about this or how it will affect them. T2 hasnt worked in Paremata and the cycle lane in Island Bay not successful - and yet the Council want to rush another transport change through in a hurry without proper education/consultation. I understand Onslow Rd will lose their slip lane at the bottom, and as a result Khandallah traffic will bank up Onslow Road causing congestion around the school . Commuters will opt to use Ngaio Gorge, which will also bank up back to Ngaio Village. This option is not safer for cyclists, who are safer on the left of drivers where they can see them, not on the far left. Does the plan really intend to allow parking on the left after 9am - reducing the traffic from Khandallah down to one lane? That will be great when there is an accident on the motorway and traffic diverts to the Old Hutt Motorway - down to one

lane. Ill thought out and poorly consulted.....

Hutt Road Cycle path – Submission

480

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Paul	Thorndon	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

n/a

Hutt Road Cycle path – Submission

481

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Antony Wilkinson	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The T2 transit lane will slow southbound traffic considerably for the vehicles merging from Onslow Road. Congestion will surely ensue as vehicles have difficulty getting into the merging area and being allowed in by other motorists.

Hutt Road Cycle path – Submission

482

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nick Butler	Churton Park	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

I hope the cars outside the BMW dealership disappear.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

DO YOU HAVE ANY GENERAL COMMENTS?

The plan looks good, the current state of the area is reasonably horrible for both cyclists and walkers. I hope the lights being four lane away will be bright enough on the cycling/walking lane.

Hutt Road Cycle path – Submission

483

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Hans van der Voorn	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

It looks like a sensible compromise for everyone. Normally from the petrol station I would just use the road at present. The bike path is too restricted and dangerous with cars exiting across it to get onto the road

Hutt Road Cycle path – Submission

484

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Martin McDonnell	Te Aro	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
No parking in T2 lane. This will allow better traffic flow and safer for cyclists using the road

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes
Keep option for riding on the road

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Keep road from Ngauraga to Thorndon quay no parking

Hutt Road Cycle path – Submission

485

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Craig McGregor	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Sight lines at any pinch points, especially where existing obstacles or hazards cannot be removed.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes
Need to ensure adequate buffer zone to ensure people swiftly egressing from buses do not run into active transport users.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes
Huge improvement on the status quo. Although this does not address all issues relating to a high accident area for active transport users, in relation to ingress and egress points from local businesses as well conflicting use with parking (including complete blockage of the path at times) - the removal of hazards and clearer distinction between the path and parking area will improve the visibility and sight lines and therefore safety on its route.
I would have preferred a harbourside path but do understand the rationale for that option not proceeding.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)
I note that the proposal is using minimal setbacks that may impact visibility in order to provide the most generous amount of parking possible. It is unclear what approach would be taken if the proposed monitoring found this to be insufficient for mitigating collision risk. In the long-term providing this level of priority to the storage of stationary vehicles along high volume commuting routes may be counter to the goal of moving the most people as efficiently and safely as possible.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)
This rational approach to managing congestion may surprisingly be the most controversial part of this proposal. I agree that public transport options such as buses need to be prioritised but would not like to

lose safety improvements for active transport users due to controversy over the creation of the T2 lane.

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

486

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mary	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Under funded. Fails to address primary issue of cyclist safety adequately. Some research data/measurements potentially skewed by timing of data collection (inflated cyclist numbers during summer months and promotional activities). Fails to address and consider immediate and long term commercial and financial hardship and issues which will be imposed and inflicted upon businesses, property owners, regional visitors/customers by the plan if it proceeds.

Hutt Road Cycle path – Submission

487

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
abc	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I support the removal of the parking but don't support the merging of bus stops. Some however could be relocated, such as the one on the corner of Westminster street

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

separating cyclists and pedestrians is a good thing. As a cyclists many pedestrians walk in the middle of the shared path with headsets on and they don't hear you coming, even if you ring a bell or talk to them.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

A white line is not enough to stop vehicles from parking over the line or even fully within the path, so banning parking is excellent as it should stop the vehicles from double parking

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

I don't like the idea of reduced bus stops, even though I don't use any of the bus stops on the route. I feel that reductions in the quality of service will reduce bus patronage.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

Please consider a solid median across some of the smaller driveways to force vehicles to turn left. Right turning vehicles that stay on the path longer and block it longer for cyclists and pedestrians.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

As a regular road user I notice many commuters who work in Wellington use it as the parking here is free. They then either walk to cycle to the city to avoid paying parking fees. They should cycle from home or pay parking or take public transport. I totally support banning the parking. The businesses that need visitor parking such as placemakers already have it, its mainly commuters that park on Hutt Road,

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

The Hutt Road corridor is one of the most used cycle corridors in the city yet it is poorly looked after which

is why some cyclists still prefer to cycle on road. The best part is between Ngauranga and the service station, and if staging is required for funding purposes, please do this last (I consider the design width can be less here as there are significantly less pedestrians and no driveways). Please consider relocating some of the man hole covers, and please reseal the whole length to a uniform smooth surface. I am looking forward to being able to cycle to and from work without swerving around pedestrians and lamp posts and needing to slow down at all the pinch points and conflict points. The sooner the better!

Hutt Road Cycle path – Submission

488

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

489

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alastair Scott	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
Totally support cycleway improvements but please try to avoid the situation such as on Victoria Street where, as a motorist, your lane is unexpectedly blocked by a legitimately parked car ahead.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)
as per earlier comment, need to inform motorists well before coming upon cars parked in lane, forcing lane change at last minute

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Overall, a great bunch of improvements for cyclists, pedestrians and commuters. Well done

Hutt Road Cycle path – Submission

490

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Hamish McIntyre	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

This current mayor is putting cyclists ahead of car drivers and the fiasco at Island Bay is evidence enough of the very poor planning. Cyclists are holding up traffic flows and more enforcement needs to be done to keep them off main commuter routes.

Hutt Road Cycle path – Submission

491

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

This proposal will just cause increased traffic congestion. Why not put the cycle lane beside the railway line and leave the Hutt Road alone?

Hutt Road Cycle path – Submission

492

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
nick	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Great proposal. As a cyclist, these changes would make travelling along this piece of road considerably safer. Cyclists would not have to compete against obstacles in the cycle path.

Hutt Road Cycle path – Submission

493

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ruth Gordon	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Most vehicles will still be in right hand south bound lane from bottom of Onslow Rd so this will further slow down all traffic merging into Hutt Rd. Traffic is already backed up to Homebush Rd on some mornings before 8am so traffic lights will need to be phased to allow more cars through or intersection changed so cars can merge into both southbound lanes easily. Buses as well cars and cyclists are all affected at this merging point.

Hutt Road Cycle path – Submission

494

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
ALLAN TAYLOR	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

AS WITH MEDIUM DENSITY RESIDENTIAL HOUSING, WCC AND ITS OFFICERS HAVE AGAIN FAILED TO PROPERLY CONSULT AND ENGAGE WITH RESIDENTS. CYCLEWAYS WHICH CROSS SIDE ROADS AND VEHICULAR ENTRIES/EXITS TO/FROM BUSINESS PREMISES INEVITABLY EXPOSE CYCLISTS AND DRIVERS TO RISK OF INJURY - REGARDLESS OF TRAFFIC BUMPS AND PAINTED CYCLEWAYS. THE PROPOSAL TO MERGE TWO ROAD LANES INTO ONE WILL CAUSE SIGNIFICANT TRAFFIC JAMS AND CLOG FEEDER ROADS LEADING TO DRIVER EXASPERATION AND, THEREBY, DRIVER INATTENTION WITH CONSEQUENTIAL HEIGHTENED RISKS TO BOTH ROAD AND CYCLEWAY USERS. GROSSLY INSUFFICIENT NOTICE AND CONSULTATION HAS AGAIN BEEN A FEATURE OF YET ANOTHER MAJOR WCC INITIATIVE. THIS PROPOSAL MAKES THE ISLAND BAY CYCLEWAY DEBACLE LOOK LIKE MERELY A TRIAL RUN FOR HOW TO DO SUCH THINGS BADLY. THE BETTER

AND MOST OBVIOUS SOLUTION IS TO CONSTRUCT A CYCLEWAY ADJACENT TO THE RAIL CORRIDOR, SEPARATE CYCLES FROM CARS ETC AND THEREBY PROVIDE BOTH SAFETY FOR ALL ROAD USERS AND A WORLD CLASS CYCLEWAY ALONG THE HARBOUR FRONTAGE.

Hutt Road Cycle path – Submission

495

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rees Ward	Mount Victoria	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Getting rid of the parking spaces completely

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

496

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Russell Allen	Kilbirnie	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Consider physical barrier at critical areas to avoid pedestrians / cyclists straying onto the other users lane - e.g. cyclist travelling at 25kmh having to avoid pedestrian who has stepped into cycle lane to cut corner, or likewise pedestrian having to av

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes
Vehicle crossings require clear visibility well before crossing / exit point. Consider physical barrier and signage to encourage vehicles to stop at point of cycle crossing rather than road kerbside.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)
Outside vehicle lane (T2 lane?) needs to have enough width to accommodate cyclist and vehicle passing with 1.5m clear space. Creation of a dedicated cycle lane will give drivers the mentality that cyclists should not be on the road at this point, regardless of circumstances. This will create tension if vehicles are unable to pass cyclists who are using the road (e.g. fast road cyclists), and could lead to drivers unsafely squeezing past cyclists.

DO YOU HAVE ANY GENERAL COMMENTS?

I encourage the creation of safe cycleways within the Wellington region and particularly this route given its status as a dominant commuter cycle route in / out of Wellington. It would be great to continue these

improvements along Thorndon Quay as part of this project as that too is a particularly unsafe stretch of road for cycling - and the number of cyclist using this will increase as a result of proposed improvements to Old Hutt Road.

Hutt Road Cycle path – Submission

497

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Richard Harding	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Rode the route as part of the Tour Aotearoa 2016, it's a very dangerous place on a bike with so many parts that bring you in to conflict with cars pulling out and lots of obstacles that hide you from vehicles and slow your progress.

A local cyclist warned me about this section of the road, which proved timely advice as a car totally ignored me and pulled across the route just in front of me.

It may only be a short section but for me that would have made my journey into our nations capital a much more pleasurable and safer experience.

Hutt Road Cycle path – Submission

498

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Te Aro	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I object to the assumption that on street parking is a right. Road space is limited and should be prioritised for transportation- preferably cycleways and walking. Also keen on more pedestrian only streets.

Hutt Road Cycle path – Submission

499

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Graeme Doherty	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

how will it be enforced?
There is a potential crash spot at the southern end of the T2 lane from weaving. ie people in the T2 lane want to continue along Hutt Road so will weave across one lane whilst at the same time a person in the middle lane might want to go over to Aotea Quay.

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

500

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anonymous	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

501

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
J Halliwell	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

502

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Cedric Hunt	Churton Park	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Looking forward to seeing the project completed with the considerable improvements it will bring.

Hutt Road Cycle path – Submission

503

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Santiago Bermeo	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

- Consider further changes along Centennial Highway, before intersection. Southbound approach into Hutt Rd intersection for cyclists is pretty dodgy as cars turning into SH2 travel quite fast and must cross the lane cyclists use (and will continue to use)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

#NAME?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

- See question 2.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Proposed changes will make the route a lot safer for cyclists. Like the fact that you plan to remove obstacles like lamp posts, signs, etc, to put judder bars where vehicles enter cycle path, moving bus stops away from cycle path and relocating bus stop away from Westminster St intersection (bus passengers stepping off buses into cyclists path is also a hazard). Look forward to further improvements along Aotea Quay and between Tawa and Ngauranga!

Hutt Road Cycle path – Submission

504

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Harry	Kelburn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

stop ruining our roads by adding bike lanes, You guys fucked up island bay, dont fuck up old Hutt road.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The Council have so-called consulted the public re their Hutt Road cycle way, and final submissions are due in by 5pm Wednesday THIS WEEK. Please take a minute to read the link, send in a submission, and send to all your friends and neighbours!

This affects all people who drive into or out of the city at peak time – especially if you travel on your own

Council intend to take out all the parking outside the businesses and turn into a wide cycle / walking path

They intend introducing a T2 lane that you will only be able to travel on in peak time if you have two or more passengers in your car. Otherwise you will be in the right hand slow lane!.. (Council would actually

prefer you took bus or bike)

Onslow Rd is to lose its slip road onto Hutt Rd – traffic will bank back up to the Village, so people will opt for the Ngaio Gorge which will then back up to the Ngaio Village

After 9am the T2 lane will turn into car parking – making the Old Hutt Rd ONE LANE! This is not April Fools Day! . this is a major change to how you will travel into the city! .

T2 lanes will also apply at peak times north bound. If you are travelling on your own, you will have to travel in the middle lane, then change lanes just before Onslow Rd to turn up the hill.

This is not safer for the cyclists – they will still have to travel across access ways to all the businesses along the Hutt Rd. Cyclists will be harder for drivers to see, as they will be up against the buildings

T2 lanes were not successful in Patemata and the cycle way in Island Bay is a disaster – and now they intend to do it in Northern suburbs! Its madness – please send in a submission saying NO at the bottom of the –tell us what you think– form.

Submissions close 5pm tomorrow and so far it is 74% positive response – because most people who drive don't even know about it and cyclists from Hutt have completed for form saying yes! ..

Hutt Road Cycle path – Submission

505

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

506

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jason	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

With good signage etc

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Any improvements would be better than current - been a daily commuter on this route since 2005. Personally would like a completely separate cycling path similar to the new Porirua to Tawa cycleway.

Hutt Road Cycle path – Submission

507

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Lesley Honeysett	Churton Park	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I am not convinced that there are sufficiently high numbers of pedestrians and cyclists to justify moving parked cars onto the side of the main thoroughfare and reducing/restricting access to one lane during peak times. With an ever increasing volume of traffic on State Highway 1, the old Hutt Road access way needs to be retained with the current 2 full time lanes to accommodate peak time volumes. Also, motorists who need to travel from Khandallah/Ngaio and who don't have access to State highway 1 are reliant on the Old Hutt Rd to get to the CBD so traffic will back up through Onslow Rd. Until public transport services are increased and improved, we will still be reliant on motor vehicles for transport. Access to trains is limited in this area - why is the Kaiwharawhara station still closed?

Hutt Road Cycle path – Submission

508

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Simon Miller	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Hi. I have cycle commuted this route for 30 years. Overall, I support the proposals, however I am a bit concerned that placing parking on the roadside of the path will reduce the visibility of cyclists to traffic that is turning into entrance ways. Would suggest parks are kept well clear of those entrance ways.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

See previous comments

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

The route from Kaiwhara to Thorndon needs attention. Car parking along Thorndon Quay should be at a more acute angle so that reversing vehicles can see oncoming cyclists.

Hutt Road Cycle path – Submission

509

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kevin Braddock	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

510

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Caroline	Newlands	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

I'm concerned that parents dropping kids off at ikids will park on the footpath as there does not seem to be any alternative parking.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

This would need to be enforced to be effective.

DO YOU HAVE ANY GENERAL COMMENTS?

I often walk home along the Old Hutt Rd and used to cycle. I believe the proposal will significantly improve the safety of pedestrians and cyclists using this route. Over the years I have had a number of near misses with motorists and I have witnessed a crash. People's safety must take priority over parked cars.

Hutt Road Cycle path – Submission

511

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Christopher Dempsey	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Please consider a small height differential, say 200mm between the pedestrian path and the cycle path. This is typically done overseas, and helps clarify which path is for pedestrians and which is for cyclists. Typically, the lower path is for cyclists,

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Please consider counting all the publicly available car parks within 200m of where car parks are proposed to be removed. Usually you will find that there will be an excess of car parking nearby.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Please consider the times when the T2 lanes are in operation, particularly at rush hours. Morning rush hours are becoming later, while the evening one is starting earlier and finishing later. This means the hours for the T2 lanes need to be amended to ensure good operation for buses.

DO YOU HAVE ANY GENERAL COMMENTS?

I strongly support these works. It has been proven in Auckland that providing safe dedicated cycle infrastructure will unlock latent demand. What has been interesting in the Auckland experience is how improved and new cycle infrastructure will encourage the 'interested but concerned' group of cyclists to try cycling.

I cycled this part of 'network' when staying with friends in Petone two years ago. The works here will make the ride into town more pleasant and safe.

Hutt Road Cycle path – Submission

512

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dave	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Moving pedestrians to the road edge means the cyclists will be closer to the various buildings which in my view increases the chance of being hit by cars exiting businesses as there it less of a chance for drivers to see cyclists before it is too late.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

green surface paint as pedestrians invariably walk 2-3 abreast and ignore "shared" status of paths in general whereas a green surface makes it pretty obvious.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

513

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tim	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

There has not been enough public consultation on this.

Hutt Road Cycle path – Submission

514

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Allan Moss	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

too short notice to give this the consideration it deserves

Hutt Road Cycle path – Submission

515

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Paul Anderson	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Complete lunacy from the people paid (by us) to serve the community. Wasting money playing silly ideological games. It is nuts. Get on with serious obligatory and mandatory core tasks and do them well please. You've learned nothing from Island Bay. The problem with councils is no accountability - you don't earn, by delivery of services or product, the revenues you get are by force - not delivery. If you were private sector you'd be history. Finally, re the bike nonsense, "if it an't broke, it don't need fixing".

Hutt Road Cycle path – Submission

516

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Peter Churchman	Wadestown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
Deleting proposal to have car parking in the road to tehewest of the dedicated cycle lan

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes
By far the biggest hazard to cyclists using the present cycle way is the possibility of a vehicle emerging form the driveway of one of the businesses such as Placemakers or Spotlight. There are some days when the risk from these vehicles is so high that I choose to ride on the ride to try and mitigate it. Your proposal doesn't really address this.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)
delete having cars parked in the road

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

removing obstacles such as the light poles reduces and obvious present risk however the risk posed by traffic emerging out of the businesses on the eastern side of the road also needs to be addressed. They often have little visibility and shoot out stopping at the end of the road and often blocking the cycleway completely forcing cyclists to stop.

Hutt Road Cycle path – Submission

517

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Amelia	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

1. Vehicles crossing from the northbound lanes into driveways on the southbound side could have reduced visibility of faster moving traffic in the left-hand, southbound lanes and cycle lanes with the planned layout.
2. Putting P10 carparks ACROSS the cycle way from a daycare center must significantly increase the risk of a child being hit by a cycle. At the moment, the iKids daycare children go out to cars parked immediately outside the door - in this situation, the cars would be loading and unloading children into the cycle lane, and if they have multiple children, having to load and unload into the main flow of traffic from the other side. While these young children will hopefully be well supervised, they are also unpredictable and completely risk unaware.
3. How do you intend for people to get IN to parallel parks on such a busy road - needing to carpark hunt

and then reverse in will delay / stop traffic in the T2 lane that is meant to be all about increasing flow. What about those with a trailer for the storage facility?

4. Is P10 long enough in that location? Given it is both a daycare and a storage facility location, this may not be long enough at rush hour times, especially for the daycare, reducing opportunities for the parents to communicate with their child's teacher / settle their child.

Hutt Road Cycle path – Submission

518

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
gareth hargreaves	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

519

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ben Terry	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The cycle ways have been disastrous in there current implementation and need seriously rethought - Wellington has far more significant challenges as a city that the council should be allocating resources to!!!

Hutt Road Cycle path – Submission

520

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
		Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

521

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ian Kirkman	Seatoun	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This route is predominately used by cyclists travelling between Wellington and Petone and is a mix of commuter and recreational cyclists.
The proposed changes only affect a 3km section of a 10km trip. It is unlikely the changes will lead to an increase in users as the sections that appear to deter people from cycling now, SH2 to Petone and Thorndon Quay, remain unchanged.
From personal use and observation cyclists predominately cycle on road when heading north and I do not see the changes encouraging them to use the proposed cycle path.
The shared path design has deficiencies:
-No physical separation from pedestrians so potential conflict especially given that cyclists speeds will

increase do to a smoother surface.

-It is a two way path so conflict between cyclists heading north and south.

-Numerous commercial entry/exits so greater risk from vehicles because of visibility issues.

Parking in the T2 lane reduces the road space to one lane with more conflict between on road cyclists and other road users and with people getting in and out of parked cars. Any parking demand appears to be from workers in businesses not customers so businesses should be required to cater for their staff parking needs. The Council has an opportunity to significantly improve the on road cycling experience for existing users by creating 1.5m cycleways on each side of the Hutt Road with a 2m shared path for pedestrians and cyclists as exists now between Ngauranga and the Caltex station.

An improved on road facility would also lead to an increase in cyclists while retaining the existing base and still provide the T2 lane benefits for other traffic.

When making a decision it is important to remember that cyclists ride on the road throughout Wellington so any changes/improvements need to be consistent with existing use and best practice.

Hutt Road Cycle path – Submission

522

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rebecca	Wellington Central	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The volume of traffic out of wellington cannot fit these changes. It will create major congestion. Wellington weather is not suited to large volumes of cyclists.

Hutt Road Cycle path – Submission

523

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

524

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Charlie Mitchell	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I support the upgraded cycle way but have serious concerns about cyclists who will continue to use the road. If money is to be spent on then then the council should implement a by law compelling cyclists to use the cycle path, otherwise there is a real risk that they continue to cycle though fast moving. Paraffin. As a daily user of this road this is very unsafe and difficult for both sets of users. I am also unconvinced about a t2 lane, this has not worked well in other places and I fear it will push more people down the Ngaio gorge to avoid it.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Please consider making use of the cycle path mandatory

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I support an upgraded cycle way and better pedestrian path but his must be coupled with a by law which compels cyclists to use the cycle way and stay off the road. I am also unconvinced of the merits of the T2 lane.

Hutt Road Cycle path – Submission

525

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sophie	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

There are some clever ways to share pathways using international precedents as a guide. Safety is paramount

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

As a cyclist that uses this cycle way regularly, please consider carefully the entry and exit points for vehicles. So regularly, trucks pull out on onto the path without looking for bikes. Consolidating these entry points, specifically the landscape suppliers access near the Aotea Quay on ramp. Other considerations include smooth surfacing, locating manholes and service lids out of the pathways as they pose a larger risk to cyclists than pedestrians/vehicles.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

More scenarios where there are no cars crossing the footpath/cycleway to park :)

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Its great to see this shared pathway undergo a well deserved upgrade. The most important aspect is surely safety for all users. As a designer myself, I only ask that scenarios for parking, turning, speed and the durability of materials are rigourously tested before construction!

Hutt Road Cycle path – Submission

526

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Crofton Downs	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

527

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

Whether or not the changes take place the shifting of the street lights should happen (as should the moving of the bus stop to south of intersection)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Yes. I do not consider that lanes should be reserved for special vehicles. It makes better sense to treat all equally to improve the overall flow for everyone who uses the road. I am also concerned that this opportunity does nothing to lengthen the merge lane from Onslow Road into the South Bound Traffic, a considerable bottleneck at high traffic times. From my understanding having the T Lane at this point will interrupt the merging and slow down the overall traffic (by having more vehicles pushed to the right hand lane . Likewise if their is a T Lane for Northbound traffic then this will cause issues to enter Onslow Road from the right hand lane travelling North.

Hutt Road Cycle path – Submission

528

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Julie Ward	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

A T2 lane will move congestion back toward Ngarauunga Gorge and up Onslow Road. It has been proven with regard to escalators in the London Underground that two lanes full of stopped or slow moving people is far more efficient than one fast lane and one slow lane. The T2 proposal is for a fast lane and a slow lane which will effectively make everybody's trip slower.

If all the poles were moved from the existing cycle way and the surface improved then I believe this would be adequate to serve cyclists and the very small number of pedestrians who use the route. I do not think there is any need for a T2 lane which was an abject failure when trialled in Mana.

Hutt Road Cycle path – Submission

529

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Consider parking for cars from 7am onwards.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

Pls consider parking for cars as we work early shifts so needed parking on the street. Also need to leave our babies at daycare.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Pls consider parking for cars as we work early shifts so needed parking on the street. Also need to leave our babies at daycare.

Hutt Road Cycle path – Submission

530

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Belinda Bartlett	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This is not safer for the cyclists – they will still have to travel across access ways to all the businesses along the Hutt Rd. Cyclists will be harder for drivers to see, as they will be up against the buildings. In addition, T2 lanes were not successful in Patemata and the cycle way in Island Bay is a disaster

Hutt Road Cycle path – Submission

531

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Luke Thomson	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

A few good bits of cycle path are undone when the piece leading up to and directly after are not delivered to the same standard. It becomes a pointless exercise and a 'feel good thing' only for the council. Please also ensure there is a budget for maintenance of the cycle path, existing ones tend to suffer badly from a lack of maintenance and this leads to a lack of use, regular weeding, rubbish removal, good quality repairs and consistent signage is needed

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

If a cyclist has insufficient room to pass a pedestrian they will use the road lanes, bikes are up to 800mm wide at the handle bars and also there is a requirement for a further 300-400mm gap please consider this when you put pedestrians and cyclists on t

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

As long as busses do not block cycle lanes during their stopping process which makes it very unsafe for a cyclist to have to merge into the road lanes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

532

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
NAT	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Addition of the T2 lane will cause traffic to back up Onslow Rd as unable to merge into southbound outside lane. This traffic at peak times is already frustrating for Khandallah and Northern suburb users, at times it can take up to 50 minutes to CBD to travel a mere 5 kms. This proposal does not 'keep Welly moving' and gives no consideration to motorists who pay for the roading. Cycling is not for everyone and the local bus route is already overcrowded during peak times.

Hutt Road Cycle path – Submission

533

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rob Hunter	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
The exits from the many businesses on Hutt Rd are a hazard to cyclists. I'm not too sure what can be done here but that is a reason that some people don't use the cycleway.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes
Crossing the side roads especially the SH1 / SH2 interchange needs to be considered. That is a danger spot. Also Thorndon quay entrance (northbound)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

534

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

So long as bikers stick to their side

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

I think they look good but bus users should be consulted

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I think a longer consultation period is required. I saw the signs advertising an "open day" but no location was on the signs?? The signs seem to have only been up for a couple of weeks and people are now just understanding what changes are planned.

Hutt Road Cycle path – Submission

535

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I am a regular bus user, car user and walker along Hutt road. It all works perfectly well as it is. Leave it alone! T2 doesn't work for paremata and island bay cycleway is a disaster!

Hutt Road Cycle path – Submission

536

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
H.Palmer	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

This change means that Onslow Rd is to lose its slip road onto Hutt Rd – traffic will bank back up to the Village, so people will opt for the Ngaio Gorge which will then back up to the Ngaio Village. This is ridiculous as people cut across through Johnsonville and down Onslow Rd to avoid the traffic backing up from the Ngauranga gorge. It will mean traffic congestion and frustrated drivers. Also, this is not safer for the cyclists – they will still have to travel across access ways to all the businesses along the Hutt Rd. Cyclists will be harder for drivers to see, as they will be up against the buildings.

Hutt Road Cycle path – Submission

537

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Matt Lucas	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

as long as there is clear signage indicating the pedestrian lane and cycling lane shown on each side of that line

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

my main concern is with staff parking for places like carters and placemakers. also the overflow required when their yards are full...builders often park on the footpath outside

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

the widening of the bridge by spotlight is a must as it is always a pinch point for cyclists travelling each way and often causes near misses as its quite blind when travelling north

Hutt Road Cycle path – Submission

538

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anon	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

In principal ok, but not if all it results in so many carparks being lost

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I have major concerns as to the traffic backing up on Ngaio gorge and onslow road. Considering the additional journey time added when every so often a car parks in the clearway at the start of old Hutt road, which is significant, I don't believe that it is viable to reduce old Hutt road to one lane for the majority of users

Hutt Road Cycle path – Submission

539

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dirk Naish	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Removing obstacles like the lamp posts and bus shelters will make the cycle path safer. Also need to smooth out the crossings of kerbs and motor crossings. Cars exiting businesses are a hazard as the drivers do not look both directions

Hutt Road Cycle path – Submission

540

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
M I White	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The Onslow Rd to Hutt Rd is an important thoroughfare for hundreds going in to and returning from work . This will affect parents who drop their children at Cashmere school, St Benedicts and the 2 kindergartens and then go into work as a single person on the car. One parent drops the children, the other parent picks up. T2 lanes cause mayhem. I often walk in to town and back and have never felt intimidated by cyclists. The bus system works well. Why re invent the wheel? I have never had difficulty finding parking on the Hutt Rd. Improve the bus routes and enforce bus and train timetables. This would work better.

Hutt Road Cycle path – Submission

541

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Victor	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Pathway is redundant
Get almost hit daily due
to cars only stoping just
before the road and ignoring
cyclist's and runners

Hutt Road Cycle path – Submission

542

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Robert Poole	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

The 2m width of the pedestrian walkway seems unnecessarily wide, particularly north of Kaiwharawhara where there is not a lot of pedestrian use.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

I don't agree with the T2 lane element of the proposal, but do agree with all of the bus stop changes proposed.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

The proposed width of cycle lanes is unnecessarily large and will cause the road, parking and bus stop areas to be unnecessarily cramped. The road could be safer and more effective with a narrower allowance for bikes and pedestrians. Bike traffic is mostly in one direction at any time of day, so a 3-4 metre allowance is unwarranted.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Consider the development of a free or very inexpensive parking area for commuters to "park and cycle". For example the site of the old caltex service station opposite Onslow Road.
On the face of it I otherwise support the idea that all other parking should be time limited, but I think the needs of all current parking users need to be considered. eg. staff who work in businesses on this strip do not seem to have other options for parking their car if they choose to drive to work.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I would fully support an alternative proposal that makes little change to the existing road and car traffic arrangements. Removing the light post and other service obstacles, widening the bridge, removing some parking, improving the footpath surface and making driveway and road crossing safer for cycling and pedestrian use are key elements of the proposal that I do support.

The T2 transport lane should be removed from the proposal. For southbound traffic, there are too many business driveway entrances and significant road intersections for it to be safe or effective as cars will frequently need to cross the lane (eg. lots of trade vehicles likely to have only one person in vehicle). It will make joining Hutt Road from Onslow Road and Ngaio Gorge difficult as significant amounts of traffic will be in one lane, causing traffic to bank up these significant suburban roads (impacting cycles and buses as well as cars). That is, there will be significant detrimental impacts for residents of Khandallah, Ngaio, Crofton Downs and Broadmeadows on the main road links to their city centre. At the Aotea Quay end, there will be a lot of last minute lane changes as people position their cars to exit onto Aotea Quay. The impact on safety of people not being able to position their cars in the appropriate lane well in advance of an intended turn is significant. For northbound traffic this is equally problematic with the entrance off Aotea Quay soon followed by the Ngaio Gorge exit and subsequently the Onslow Road exit. Hutt Road is already busy with traffic at peak times. Restricting use of one of the lanes will make this worse. It didn't work at Mana, don't experiment here.

Hutt Road Cycle path – Submission

543

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
		Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The most stupid idea I've ever heard, has anyone in your office ever traveled along that part of town, or do they just sit in their office and are told to think up stupid ideas.

Hutt Road Cycle path – Submission

544

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Frank Geoghegan, Khandallah	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Accepting that this is only a part solution to the wider network between Petone and the CBD and compromise to a separate dedicated cycle corridor on rail land, the proposed scheme to upgrade the existing Hutt Rd corridor will be a vast improvement on the current congested and shared pathway. However, the cycle path proposal may not significantly reduce the risk to cyclists from turning vehicles. I commute along the corridor 3-4 times a week and in my experience the major hazard to cyclists and pedestrians will still remain as vehicles have to cross the pathway when turning into side streets and driveways.

Has the WCC considered creating a north and south bound T2 lane with a enough width for a dedicated cycle lane on the left. The pedestrians and business parking would remain as-is off road on an upgraded path. In my experience cyclist on the road are more visible to motorists and vehicles are less likely to turn off the road in front of a cyclist riding on the road and more likely to stop and give way to cyclists in the vehicle lane before turning onto or across the Hutt Road. I feel safer riding in the correct position on the road shoulder rather than negotiating multi vehicle crossings.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

The proposed scheme to upgrade the existing Hutt Rd corridor will be a vast improvement on the current congested and shared pathway. However, the cycle path proposal may not significantly reduce the risk to cyclists from turning vehicles. I commute along the corridor 3-4 times a week and in my experience the major hazard to cyclists and pedestrians will still remain as vehicles have to cross the pathway when turning into side streets and driveways.

Has the WCC considered creating a north and south bound T2 lane with a enough width for a dedicated cycle lane on the left. The pedestrians and business parking would remain as-is off road on an upgraded path. In my experience cyclist on the road are more visible to motorists and vehicles are less likely to turn off the road in front of a cyclist riding on the road and more likely to stop and give way to cyclists in the

vehicle lane before turning onto or across the Hutt Road. I feel safer riding in the correct position on the road shoulder rather than negotiating multi vehicle crossings.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Has the WCC considered creating a north and south bound T2 lane with a enough width for a dedicated cycle lane on the left. The pedestrians and business parking would remain as-is off road on an upgraded path. In my experience cyclist on the road are more visible to motorists and vehicles are less likely to turn off the road in front of a cyclist riding on the road and more likely to stop and give way to cyclists in the vehicle lane before turning onto or across the Hutt Road. I feel safer riding in the correct position on the road shoulder rather than negotiating multi vehicle crossings.

DO YOU HAVE ANY GENERAL COMMENTS?

Accepting that this is only a part solution to the wider network between Petone and the CBD and compromise to a separate dedicated cycle corridor on rail land, the proposed scheme to upgrade the existing Hutt Rd corridor will be a vast improvement on the current congested and shared pathway. However, the cycle path proposal may not significantly reduce the risk to cyclists from turning vehicles. I commute along the corridor 3-4 times a week and in my experience the major hazard to cyclists and pedestrians will still remain as vehicles have to cross the pathway when turning into side streets and driveways.

Has the WCC considered creating a north and south bound T2 lane with a enough width for a dedicated cycle lane on the left. The pedestrians and business parking would remain as-is off road on an upgraded path. In my experience cyclist on the road are more visible to motorists and vehicles are less likely to turn off the road in front of a cyclist riding on the road and more likely to stop and give way to cyclists in the vehicle lane before turning onto or across the Hutt Road. I feel safer riding in the correct position on the road shoulder rather than negotiating multi vehicle crossings.

Hutt Road Cycle path – Submission

545

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Simon	Northland	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

546

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Armaan Chandra		Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Worst idea the council have had in a long time.

Hutt Road Cycle path – Submission

547

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Phoebe	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Sounds good.

Hutt Road Cycle path – Submission

548

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Shared paths for walkers and bikes are unsafe for na tea has a lot of cyclists travelling fast (for a bike) and they are typically unaware of others.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

This is yet another transport initiative that is anti-car. Fed up with it. Time to impose road user Charles on cyclists, given how much cycleways are costing.

Hutt Road Cycle path – Submission

549

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

This is a stupid idea. It will also increase Khandallah traffic significantly.

Hutt Road Cycle path – Submission

550

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Laura Ellis	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

What about different colour pathways for bikes and people so that it is a much stronger message to stay in the right place

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

cars need a much stronger signal to stop and look as they cross the pedestrian/cycle areas- speed humps don't feel enough. And I still think there is too much priority to parking on the pedestrian/cycle area if I am reading it correctly. The risk to pedestrians and cyclists it too high- these groups need to be kept more firmly apart.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Fewer parks again and cars really made to slow and check. I don't know how to do that, you guys are the experts! Signs, lights....There must be something!

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

551

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Richard Davies	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

A lot of parking seems to be taken up by workers, and people parking and cycling (or walking), rather than customers. As such, should a 'park and ride' be investigated near Ngauranga station? This could reduce the number of carparks further

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

pedestrians do tend to meander, or walk more than one abreast. there may need to be some clever design or education campaign to get people sharing it properly. Unlike the waterfront, this needs to be a space where commuter cyclists can go fast (some, li

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

either an education campaign, or the possibility of retrofitting some other design feature if paint doesn't work. Could the path be painted different colours? eg a green or pink lane for cycling and uncoloured for walking?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

on the weekend and in light traffic I prefer to ride on the road. At present there are pot holes and man hole covers that make this unpleasant. Could there be a small shoulder (similar to the size now, but cleaner) to enable fast cyclists to do this

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

some more parking spots could be removed to make it even safer.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

remove more, and consider a 'park and ride' somewhere

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Overall this is a much needed upgrade. I ride in 4-5 days per week and also run along here too. It is a

dangerous route (the most dangerous bit between work and home, despite being a cycle lane!). I have been knocked off twice - at Jeff Gray and Spotlight, and anything to slow down cars and provide better sight lines will be invaluable. The current maze of poles and poor road surface does not make for a pleasant ride and is hard on the bike.

Hutt Road Cycle path – Submission

552

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Lisa Stewarty	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

remove more parking! it is the squeezes and interactions that are dangerous, and most are just at rush hour.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This is the worst part of my commute from Lower Hutt. The obstacles are scary.

Hutt Road Cycle path – Submission

553

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tim Howell	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I regularly observe cyclists who do not use the cycle lanes on the Hutt Road, despite them being available. This happens both during the week and in the weekend, when there are often groups of cyclists out. If cycle lanes are to be invested in, there needs to be enforcement of their use: cyclists need to be "made" to use the lanes; cycling on any road, when cycle lanes are available, should be made an offence.

Hutt Road Cycle path – Submission

554

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tim Jenkins	Wilton	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

555

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The proposal will have a negative effect on traffic from the northern suburbs. It will have an effect on businesses . Won't improve cyclist safety .

Hutt Road Cycle path – Submission

556

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Stupid idea these changes have not worked else where so why would they work on the Hutt road

Hutt Road Cycle path – Submission

557

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tristan Thomas	Wilton	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

558

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

559

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Hariata Hema	Newtown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

People in cars are reluctant to share the road with any other road users. I would cycle to and from The Hutt from Newtown if it felt safe enough. These proposals look great. Will motor vehicle maximum speed change?

Hutt Road Cycle path – Submission

560

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

561

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Fiona	Wadestown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Mark motorcycles so it's clear

DO YOU HAVE ANY GENERAL COMMENTS?

No

Hutt Road Cycle path – Submission

562

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jack Stanton	Crofton Downs	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

I used to cycle but now run this route, 2m is heaps of room as pedestrians usually on singular, (As opposed to bikes which may be in groups) and when jogging I can briefly look over shoulder and pass pedestrians by stepping briefly into cycle lane. So whi

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

yes and it retains the flexibility to pass , in case of jogger/pedestrians or pushing prams, mobility scooters, raised ridges or barriers become an extra obstacle.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

seems like a neat tidy solution with cycle/peds passing inside the bus stop to reduce conflict.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

YES! I cycle this route everyday for 6 years when working in Petone. Hutt Rd was more alarming than the motorway due to crossing traffic, particularly from the hardware shops and the childcare facilities.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Yes, if business need parking for their staff customers they should use their property not the public road. If there property is 'too valuable' for use as parking they shouldn't consider the public space as a cheap alternative. I think the 10 minute drop off spaces for the childcare centre are a reasonable compromise. For CBD commuter, and Jardine mile workers, could the space east of the SH2 ngarunga off ramp be developed into 'Park and ride' alongside Ngarunga station.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Not fussed, probably worth doing if it encourages bus use. Not sure if taxis are particularly worthy when there emission per person km are considered. Electric/hybrids only?

DO YOU HAVE ANY GENERAL COMMENTS?

The layout is good ped/cycle/car as it reflects the relative speed and allows slower cyclist to stay left against walkers, fast cyclist to stay right near traffic. Removal of poles and obstacles will encourage cyclist to use path not road, as will smooth surface and attention to crossings. when I was cycling this route daily I was averaging 37kmhr, sometimes 40-45 with a northerly tailwind, so bumping over crossings/ramp became unfeasible. I'd use road with tailwind path in headwind. This design would encourage use both north/southbound. Smooth ramps/kerbs also important infants in buggies and no doubt for mobility scooters, so worth paying attention to design details.

Hutt Road Cycle path – Submission

563

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kerry Waddell	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The implementation of a T2 lane will hugely impact on traffic of all types heading towards the city. Traffic will be forced largely into a single lane and will create more congestion back up Onslow Rd.....currently already extended half way up the hill most days. Will also impact magic gorge as traffic tries that option to avoid Onslow Rd...

Hutt Road Cycle path – Submission

564

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Stewart McRobie	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

This has to be the most stupid proposal the council has yet put forward. We are looking at buying a house in Khandallah and this is enough to make us reconsider the area and buy elsewhere.
Please LISTEN to reason and the people's feedback rather than paying lip service to the process and proceeding anyway.

Hutt Road Cycle path – Submission

565

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mike Bignall	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Need to install road bumps coming out of and into some of the key driveways - e.g the entrance to split light needs bumps to slow traffic from turning in too fast. This works well for the exit.

Not sure the pohutuka trees need to be removed nor do I think the cycle way needs to be 4 m wide. Nice but probably over the top.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Any improvements would be helpful. This is a dangerous cycle way at present and I have seen and also had many close calls

Hutt Road Cycle path – Submission

566

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Hamish Johnson	Paparangi	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

How the cyclists will join the cycle way from Ngaio gorge.
Traffic turning into commercial properties particularly at placemakers and the Childcare centre.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I believe these changes will make the cycle journey safer and encourage more people to cycle and take the bus.

Hutt Road Cycle path – Submission

567

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
A Mills	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I totally oppose the T 2 lane and removing the onslow rd slipway. This is very dangerous for cars coming out of onslow in the morning. I think the cycle lane is fine now (and i have avid cyclists in my family so am not anti bike) but at peak times bikes have to take care in the traffic and go slower just like cars do. This is a ridiculous proposal and will be opposed just like the Island Bay fiasco

Hutt Road Cycle path – Submission

568

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Daniel OConnell	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

569

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jeaniemoore	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The creation of a T2 lane will create serious congestion for cars coming down Onslow Road - there is currently minimal congestion but this will be increased significantly. As single occupancy cars will only be in the middle lane then this lane will have more vehicles in it which will mean traffic coming down from Onslow road are more likely not be able to turn on to Old Hutt road without waiting for traffic to clear so even if the lights are green they won't be able to move. It won't matter if they wish to turn north or south, they will still be held up. Why create an additional traffic problem? It doesn't matter make sense.

Hutt Road Cycle path – Submission

570

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mike	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I think this is a brilliant step forward, I do own a car but I don't think this is the future for travel to and from Wellington for work, I either cycle or catch the train.
On top of the reduced traffic and pollution the health benefits it's gives to the cyclists, walkers and runners is massive and comes off the health bill as well.

Hutt Road Cycle path – Submission

571

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
B Creedy	Glenside	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Consider how trade vehicles (vans/utes) uplifting workers at the Ngauranga interchange (vicinity of existing bus stop) are factored in. Currently can be an issue with southbound traffic merging off SH2, southbound traffic from SH1, buses moving to uplift passengers, and the trade vehicles.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

572

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Stewart Bear	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

573

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Newlands	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
Parking. So much parking seems to be removed by this plan.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

574

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jaqi Rowland	Karori	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

575

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Aya Kovesy	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
No T2 lane, will concentrate vehicles in the RH lane going south in morning rush hour making it difficult for Onslow Rd traffic to join; vigorously enforce no parking during morning peak.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Width of pedestrian lane 1.5m rather than 2. In conjunction with reduction in width of cycle lane.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)
Reducing width of cycle lane to 2.5m rather than 3. With pedestrian lane makes it very wide.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)
Must enforce clear away in morning peak. This is the most concerning aspect of the plan and could make morning rush hour impossible.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Very concerned about the impact of parking on the street.

Hutt Road Cycle path – Submission

576

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
B Cribb	Wilton	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

T2 lanes have never worked at Paramata, why do you think they will now work here. Council has made a mess at Island Bay & are now proposing to make a mess on the Old Hutt Rd. Haven't you learned anything?

Hutt Road Cycle path – Submission

577

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrew Pope	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Improving the area at the Ngaio Gorge road intersection. There's a pinch point at the crossing on the Spotlight side that needs addressing. Cycling on my way to work crossing the road from Ngaio to the cycleway you have to be very wary of bikes to the left when you join the route, as well as foot traffic. The ramps onto the cycle path are not bike friendly at this point either. On the reverse route when cycling home north you have this same pinch point where cyclists are waiting on the left of the cycle path for the lights to change to allow them to cross into Ngaio Gorge road, bikes come from behind heading north and the front heading south, as well as the foot traffic running and walking along that same route, and the area around there is not very wide, at times it is very busy there. Also, the Spotlight entrance and exit needs improvement. I've seen a number of bike versus car accidents there over the years as cars exiting the car park are only interested in looking right to the traffic coming towards them. Even with the signs and the road bumps so many don't look left. This is not helped as the bridge and the elevated path hinder their view considerably, there must be a way of improving that area to allow the cars exiting to easily see both ways, and the cyclists coming along.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

The lines and the cycle way need to be painted the entire length of the route and not just patches

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Consider my comments in general on the Hutt Road which relate to all users, bike, foot and cars

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

At the end of the proposed changes near the Aotea ramp the grass verge currently has cars parking on it, this should be stopped.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I think that will cause problems particularly with the level of traffic that flows out of Ngaio Gorge in the morning. If you restrict one lane to T2, that will likely cause traffic to back right up the gorge road.

Hutt Road Cycle path – Submission

578

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

579

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sue Vance	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Strongly opposed to T2 transit lanes - they are very confusing in Paremata. Having the southbound road revert to a single lane after 9am is a backward move. Also more car parks are required not less especially if businesses are to lose customer and staff parking.

Hutt Road Cycle path – Submission

580

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
John Baddiley	Wadestown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Education for both cyclists and pedestrians. And vehicle users crossing the walkway/cycleway

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

581

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

582

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jay Waters	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

It would be great to ensure the cycle lanes are built to accommodate cyclists at all levels and speeds from 20 to 40km/HR. I believe as a car driver more priority needs to be given to pedestrians cyclists and public transportation. Car traffic must take a lower priority.

Hutt Road Cycle path – Submission

583

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Patrick Wilkes	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
Not sure why the T2 transit lane is part of the cycleway proposal.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Generally it's not, but there's not a lot of foot traffic here and I think most people are regular walkers and know to look out for bikes. So in this case probably ok.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)
The cars have to be moved to create the space for a proper cycle lane, but I'm concerned about where people who work along Hutt Road are going to park.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

584

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rob Bruce	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

This proposal as outlined will add significant delays to Onslow road users in peak times. It will subsequently delay the 43/44/46 bus travel times. It also makes no improvement for pedestrians or cyclist travelling south into the city off Onslow road. In short it is bad as currently outlined for for Khandallah ratepayers and commuters.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

These proposals benefit travellers transitting between Ngaio gorge road and the motorway interchange but are going to add time to Onslow road users commute and make no improvement for Onslow pedestrians or cyclists exiting Onslow road to the south.

Hutt Road Cycle path – Submission

585

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Xxxxxx	Churton Park	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Given the actual use of the area the splitting of the lanes is not justified. Cyclist traffic is virtually confined to around 1.5 hours in the morning and evening. The vast majority of the day they very limited. Figure of 400 per hour are just not correc

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know
Many Cyclist do not use the cycle ways already provided so why are we're spending more money on them. If this is done cyclist should be fined if they are not using them, and to do this they need to be registered and as this is unlikely you will not be able to police the situation

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Traffics is already held up with numerous changes, further impact on vehicle user is just a form of selected discrimination. We all have to get to work. The time delays incurred in the last 12 months is considerable both morning and evening

Hutt Road Cycle path – Submission

586

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Peter Bares	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
Road is currently a dual carriage way. Taking away one lane for non-peak parking will impede traffic flow.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No
Risk of accidents with cars turning into driveways and not seeing bikes. Cycle lane should be next to left lane

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Two lanes need to be maintained for vehicles turning right from Kaiwharawhara Rd onto Hutt Road otherwise it will create significant traffic issues up the Ngaio Gorge.
Consideration also needs to be given to traffic flow from Onslow road. Taking away a lane for parking in non-peak hours will also back up traffic turning from Onslow Rd right onto Hutt Road.
T2 lanes dont work. Mana Esplanade being a good example. Clearways provide better traffic flow.

Hutt Road Cycle path – Submission

587

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jackie	Karori	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Wider cycle lane if dual use.
Definitely not putting traffic (parked cars etc) to the right of bikes as they travel. Too much risk of accidents for cars and bikes alike.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

588

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Northland	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

please increase the shoulder on the west side to at least 1 metre wide, preferable more, and please make sure it is an even seal with no holes, grates or other hazards - noting that the NZTA cycle report by the expert group including Sarah Ulmer made a big and excellent point about how important a good wide continuous shoulder is for cycle safety. I appreciate you want all cycles to use the 2-way cycle lane, but that won't always happen so please allow a shoulder on at least the opposite side from the cycle lane side - ideally have at least a 1 metre wide well sealed shoulder on both sides - rob half a metre from the two way cycle lane if you must. I can assure you some cyclists will continue to use the main carriageway, so for god's sake make it safe with a decent shoulder - as recommended by the NZTA expert cycle committee

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

almost no-one walks it unless they are jogging or are going to/from a parked car - so maybe you could rob a few centimetres from the footpath to increase the shoulders on ideally both sides but at least the west side of the road - see previous point

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

You have to allow for the fact that some cyclists will use the road - especially on the west side heading north - and that is often safer as a road cyclist who can keep a steady pace of 35KM/h or more is menace on a crowded cycle path/pedestrian walkway - so please allow for a decent shoulder - at least one metre wide, and well sealed/maintained with no holes, grates etc. so that faster cyclists can safely use the road

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

so long as you enforce the clear way - most clearways around town - especially Bowen ST in the morning - are flagrantly ignored by taxis, delivery trucks and motorists dropping off pasengers, and it is always the poor cyclist who gets dangerously squeezed out

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

keep up the good work on making Wellington more cycle friendly - and watch the exponential growth in cycling continue...and remember, wherever there is a decent, evenly paved and well maintained continuous shoulder that cyclists can use as of right, then there are no real cycling safety issues! (as noted by NZTA expert panel on cycling in their excellent report)

Hutt Road Cycle path – Submission

589

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sue Skene	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I use the Storage One facility on Hutt Road. I am extremely concerned about parking on the road when the traffic is rushing along at 60 km per hour. It will be absolutely impossible and very dangerous. Have you considered the kindergarten above Storage One - where are the parents who drop off their children between 7 - 9 am going to park if it is a no stopping zone then. As for the T2 lane - this is going to be one large traffic jam every morning where currently the traffic flows pretty well, please rethink this. It would also make sense to change the very dangerous exit at Spotlight - an accident waiting to happen if it hasn't already. Include it in the traffic light set up!

Hutt Road Cycle path – Submission

590

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
Additional signs for drivers entering car parks off of the pathway such as spotlight and other businesses

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

I cycle on this route every day and look forward to any change to improve the safety of using this route

Hutt Road Cycle path – Submission

591

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Frances Kelly	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The T2 lane should stop at Ngaio Gorge Road. After that cars need to organise themselves into lanes to prepare to separate for the waterfront or Thorndon routes. The amount of space showing for this on the video is insufficient, particularly during rush hours, and will lead to congestion and accidents.

Hutt Road Cycle path – Submission

592

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kelly	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

593

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
H McDonald	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

While I don't have a problem with upgrading the existing cycle path to make it safer for cyclists and pedestrians, I am concerned that the needs of the hundreds of motorists that use this road are being pushed aside.

The proposal will effectively reduce the Hutt Road, one of two main routes into Wellington from the north, from the present two lanes to one lane of traffic. This will increase traffic congestion and adversely affect the large number of commuters who travel by car, with a minority who travel by bus or bike possibly saving a small amount of time on their commute. I would like to see the evidence that the Council has fully considered the likely effect on traffic flows, especially on the routes that feed into Hutt Road e.g. Onslow Rd and Ngaio Gorge Rd.

I am wary of the T2 lane, given it was such a nightmare in Mana, and want to know how the Council has taken that experience into account. I also wonder how they plan to enforce it - will they be installing cameras to monitor the lane? Making that lane T2 and not a clearway like it is at present in part of the Hutt Road will greatly reduce the number of vehicles that can use it, surely causing long backlogs in the other lane.

I am also worried for the businesses along the Hutt Road who are facing the prospect of greatly reduced parking during peak hours without having a choice in the matter - how is this going to work for them? This is not just a simple upgrade to a cycle path; it is a major roading project. The impact on all users of the road, not just cyclists, needs to be fully investigated with all options considered before proceeding.

Hutt Road Cycle path – Submission

594

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Have you considered commuters coming from Onslow Road or Ngaio at peak hours? This will even increase the nightmare it already is.

Hutt Road Cycle path – Submission

595

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Peter	Paparangi	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

When there is an issue on the motorway, this section of road gets seriously congested. Having a clearway/parking lane will make the only access into / out of Wellington a single lane. Currently northbound cyclists create a serious hazard to vehicles in the left lane, so signage strongly encouraging cyclists to use the cycleway would be sensible. Non T2 Southbound traffic entering Aotea Quay would have a very short distance to cross/merge lanes.

Hutt Road Cycle path – Submission

596

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The backlog on Onslow road in peak hours backups already to Homebush road on some days. The T2 Lane will make this even worse and can affect children walking to school, who have to cross Onslow road.

Hutt Road Cycle path – Submission

597

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

A T2 lane with parking during off-peak times exists in Mana and I don't believe that thoroughfare works particularly well. Like Mana, the Hutt Road is well used by all commuters, and I fear that reducing the two lanes of traffic down to one lane at peak times for most vehicles will cause more congestion and frustration from drivers. Cyclists will be blamed because of the pairing of the T2 proposal with the cycle lane. I would also be concerned about the impact on the feeder lane from Onslow Road should the T2 proposal be adopted. If traffic lights at that intersection stopped south-bound traffic on the Hutt Road then I would be less concerned about this. I don't believe you need 5m to accommodate both cyclists and pedestrians along the entire length of the path. A narrower path for both cyclists and pedestrians would allow for parking as well as maintaining two

lanes of traffic. There is a real need to remove obstacles such as street lamps and amenity boxes for cyclists' safety. I think it would be a better balanced outcome for all road users to re-order the use of the current paved space to have the cycle/pedestrian path next to the buildings, with parked cars next to the lanes of traffic and not on the road.

Hutt Road Cycle path – Submission

598

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Paparangi	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

599

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bryan Crump	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Please ensure good direct flow for the bike path. People use the route for getting to work and don't want to be taking the scenic route.

Hutt Road Cycle path – Submission

600

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Brent Morris	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

601

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rachel stillwell	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

A better cycle path means less traffic and less accidents. It's great to see Wellington investing in such forward thinking infrastructure

Hutt Road Cycle path – Submission

602

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sam B	Brooklyn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

painting the cycle lane a different colour from the footpath

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Its achieves a good balance for all road users. I like the emphasis on public transport and making it more attractive for walkers and people on bikes

Hutt Road Cycle path – Submission

603

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ian	Churton Park	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Cyclists need to be BANNED from using roads (ie the tarmac shared with motorized vehicles) at all times wherever there's a viable cycleway - this is a major driving hazard (having to slow down & drive around cyclists in heavy traffic) and will be exacerbated when the T2 lane is in place (because the point of T2 is to make selected motor vehicles faster). There's no excuse or justification for such behaviour - it's just obnoxious. This ban should include crossing the turn off to Aotea Quay - that's what the underpass...

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Yes but in exchange for having a safe dedicated cycling route, cyclists must stop using other parts of the road - this should be about segregating traffic of different speeds/capabilities - not setting up a racetrack for the small percentage of cyclists who think they are too cool to go on a cycle track - and in the process put their lives and everyone else's in increased danger.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

As long as it ends soon enough to left non-T2 traffic safely navigate to the Aotea Quay turn off

DO YOU HAVE ANY GENERAL COMMENTS?

Its great to see this whole route along the harbour cleaned up so its safe comfortable and practical for all

traffic types to use it - once complete its going to be a major asset to the city - as long as the implementation doesn't pander to the extreme fringe of cycling interests to the detriment of everyone else.

Hutt Road Cycle path – Submission

604

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Warwick	Hataitai	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Putting the parking in the existing left hand lane is wrong. The plan effectively reduces Hutt Road to one lane (except 7-9am). This will be a nightmare of traffic jams for motorists as drivers will stop the flow of traffic in the right right lane while attempting to parallel park in the left lane. You might say the T2 lane will help 7-9am -but how often are cars going to be left overnight or similar blocking the T2 lane, forcing all traffic to merge into a single lane. Think of the troubles with Mana/Plimerton T2, or simply getting south through Otaki at 4pm (where cars parking cause major delays to the single lane in town). I dont see how the WCC can seriously consider choking a major route into Wellington

Hutt Road Cycle path – Submission

605

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Miramar	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)
2m is too wide. There is usually only a single person using the path at a time especially at the northern end. Taking some width out of the pedestrian lane would give more room to cyclists at the north end of the cycle way.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)
Having cars parked on the road will reduce visibility for cars turning off the Hutt road into businesses. Consider removing all parking along the road. Or making sure there a reason no car parks near entrances to businesses.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)
Visibility when entering businesses.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

606

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

607

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anita Easton	Wadestown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I walk between Thorndon and Ngauranga from time to time and it's unpleasant!! This will make it much better.
I would love to ride between Thorndon and Ngauranga (instead of walking or bussing) but it's always seemed a little unsafe. It would be great to feel safe doing it.

Hutt Road Cycle path – Submission

608

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ian Holland	Churton Park	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Please don't put the cycle lane between the footpath and parked cars. That would only make a busy road much narrower for traffic and more dangerous for all users.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

ensure you leaving adequate parking for workplaces and customers to support businesses along this road

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

Please don't put cycle lanes between the footpath and parked cars. Too dangerous for all road users

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Please don't put cycle lanes between the footpath and parked vehicles. This would only made a busy road much narrower and more dangerous for all users.

Hutt Road Cycle path – Submission

609

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

610

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

611

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alison turner	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

612

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alex Holden	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I am a cyclist who bikes the Hutt Rd five days a week to work and back from Khandallah. I also occasionally walk, drive and take busses down this road. I am absolutely against the proposed changes to the Hutt Rd. I am against the changes for the following reasons. The Hutt Rd is a major urban arterial Rd it is not a small local road that can be easily tampered with. Removing lanes from a major road is backwards looking and short sighted. Removing car parking will be negative for business. T2 and clearway styles lanes are alright, if there is no other alternative but they are never as good as having 2 actual lanes like we currently have. The current cycleway, I will agree, has some flaws but they are not insurmountable it simply requires a little more concentration to bike.

In short my argument comes down to the one main point the marginal benefit for cycling and walking is not

balanced by the massive negatives this project will have to the road itself and the businesses around it. As became apparent during the Island Bay cycleway fiasco the council is not listening to public opinion and is stubbornly pursuing its own agenda with no regard to what its ratepayer want.

Hutt Road Cycle path – Submission

613

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Malcolm Edgar	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

You will be introducing restrictions to traffic flow at peak times with the T2 lane, made much worse if there are problems on the motorway. Traffic from Onslow Road will have to merge with a much fuller lane causing significant delays at that controlled intersection. If car parking is moved to the Hutt Road in off-peak times, again it imposes restrictions on traffic flow all day. This already happens at Thorndon, but by then the traffic has devided. Cyclist safety from vehicles crossing the existing cycle way is not improved - these are commercial businesses, not domestic driveways as in Island Bay, so vehicle numbers are higher.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

At peak times this road is carrying significant volumes of traffic, and imposing flow restrictions is ludicrous. I have whitnessed several cyclist accidents along here and they have all been with vehicles entering/leaving business premises. These changes will NOT improve that risk

Hutt Road Cycle path – Submission

614

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Robyn Fraser	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

ABSOLUTELY DO NOT SUPPORT THIS- HAVE YOU NOT LEARNT ANYTHING FROM MANA AND ISLAND BAY?????

Hutt Road Cycle path – Submission

615

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Testing of the inside configuration of peds on the corner of nguaranga gorge lights. Most of the changes make sense but this corner I'm not sure the layout is ideal as cyclists take this blind corner quickly and I'm not sure pedestrians would stay in the

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Yes, except on the blind corners

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

I realise structures cost considerably more but if there is potential benefit of investigating co-sharing with businesses to develop a car parking building or redeveloping a derelict one where there is car park demand this should be considered to give further space to transport modes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Pinch point at traffic lights at bottom of ngaio gorge and Spotlight doesn't seem to of been addressed. Quite regularly have to slow down or stop waiting for people to cross road in evening peak

Hutt Road Cycle path – Submission

616

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Shad	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I work on Kai Rd, so travel the length of it at both peak times and the reduction to a single lane is not only the stupidest idea, it's not the only one. Having the cycle lane on the outside of the pedestrian lane but INSIDE of the car lanes creates safety issues for cars, pedestrians and cycles using the retail outlets, buses and bus passengers using the stops and cycles that need to travel to the outside lanes to turn right.

Hutt Road Cycle path – Submission

617

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Hamish Armstrong	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

The changes don't go far enough, while there are business on one side of the cycle path and motor vehicles on the other cars will continue to hit cyclists. The council should consider when this will change. If the council is not considering moving the cycle way to besides the sea when the cycle way is built between Petone and Wellington the council should move the cycleway to the other side of Hutt Road besides the hill.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

This cycle way investment should be suitable for the next 20 years. While the changes will make the ride more pleasant there will continue to be high risk of cyclists being hit by cars as they turn in and out of business.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

The council should consider building the cycle way on the western side of Hutt Road linking with the Aotea Quay over bridge at the south end and by building a new cycle over bridge at the north end. This will reduce the risk of cars hitting cyclists as they turn in and out of business along the Hutt Road.

Hutt Road Cycle path – Submission

618

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jo Mackay	Aro Valley	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

619

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alastair Hutchens	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

620

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

621

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

622

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
E J W	Newtown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)
It would be good to have designated areas for people on foot to know that they will not be in the paths of cyclists. Don't put the cycle lane next to the footpath, put it in a lane in between parked cars and the road, like a normal cycle lane. cyclists po

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)
yes i do, because i think public transport and car pooling should be encouraged. but i do not support taking away an entire lane at non-peak hours for parking, because the cycle-way is so wide you will have to remove a car lane at non-peak hours. so overall i do not agree with this part of the proposal

DO YOU HAVE ANY GENERAL COMMENTS?

The public consultation for the cycle way has been designed very badly - for example, you can only write comments to explain your answer if you are saying "yes." It has therefore been designed to support the cycleway. I do not agree with this proposed cycleway because I think it will cause traffic congestion on Hutt Rd, I think it will be unsafe for pedestrians and drivers, and I think it will affect businesses on Hutt Rd.

Hutt Road Cycle path – Submission

623

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Graeme Moss	Newlands	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

There is a need to do something about the driveways that cross the cycle path, riding up and down these is a bit of an issue as are cars pulling out of the driveways but not onto the road and blocking the cycleway

Hutt Road Cycle path – Submission

624

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ian Marshall	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The traffic currently is not moving so these changes will not help. This is cyclist driven who choose to cycle in. What will they do when the weather is inclement? Will they use cars? This is seriously pandering to non motorists who are not the majority. The T2 mess at mana should be a message to council. In addition the proposed high density housing plans in the suburbs will add further stress to the traffic.

Hutt Road Cycle path – Submission

625

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jenny Samson	Tawa	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The traffic on the Hutt road is diabolical in the mornings now, your comments about 'some delays' for motorists is ridiculous. There will be significant delays for ALL motorists. Traffic will back up Ngauranga Gorge to Johnsonville and along the Hutt Road to Petone as people are unable to get from those Roads onto the Hutt road due to traffic congestion. There is a perfectly adequate cycle lane now and NONE of these changes are necessary. Are you also trying to put all kill off all the business on the Hutt Road by removing all of their parking? Those business are hard to use now and I will simply avoid them in the future if there is no parking. The Council is supposed to encourage business not KILL is off for a tiny majority of people who have a perfectly adequate cycle lane now. And what about the daycare centres? 9 carparks for parents to drop off around 250 kids every morning? That is completely unreasonable and will kill those businesses as

well. Have you considered people who have to use their cars to get to work because they have children and need to do daycare drop offs and those that have jobs that involve driving their cars during the day? I am sure the Council has not considered any of those people based on this proposal. If you get four lanes both ways on the motorway, a four lane Terrace Tunnel and Mt Victoria Tunnel and the Basin flyover THEN and ONLY THEN should you consider something like that this was clog the secondary roads so significantly. For once could this Council please consider the MAJORITY of the road users rather than the MINORITY.

Hutt Road Cycle path – Submission

626

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jackie	Horokiwi	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

How more parking spaces could remain. On the whole the current layout generally works, but it's the poles, man-hole covers and vehicle crossings which make it difficult to cyclists to navigate.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

The width of the footpath + cycleway sounds excessive (5-6m wide is more than a car lane) - there should be enough room if there is 4m total for both footpath + cycleway.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

It needs to be really clear who has right-of-way at the animates intersection (i.e. cars or cyclists), because the cycleway will enable cyclists to travel faster. My preference is for the cycleway and footpath to be raised across this intersection (so cyclists have right of way, like they would do on the road) but this will only work if there is sufficient visibility for motorists pulling out.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Maintaining some more of the offstreet parking

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This cycleway is a must, it's SO dangerous as it currently stands. I think it could be achieved with more of the parking remaining.

Hutt Road Cycle path – Submission

627

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
L Bunting	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

We live in Lower Hutt and currently travel in by private car as we need to drop a child at daycare and also because we need our vehicle during the day. The traffic travelling in on State Highway 2 has been very slow this year already and I believe that making the proposed changes, particularly the introduction of a T2 lane, will make this traffic worse. I believe that this will cause additional congestion as it will back up traffic on the Old Hutt Road and make it difficult for people to exit SH2 onto the Old Hutt Road. The NZTA are currently completing significant works on SH1 and I believe that the proposed changes to the Old Hutt Road will undermine these works and will be detrimental. I also believe that leaving only 9 available carparks is ridiculous. This doesn't leave anywhere near a sufficient number of carparks for parents to safely drop children to daycare and will result in traffic being backed up behind people waiting for available spaces. It

will likely also affect business owners as there won't be places for customers or staff to park. If the staff and customers are unable to obtain parking businesses will lose money and may be forced to close.

Hutt Road Cycle path – Submission

628

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tim	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

Jump lanes ok but not T2 for all vehicles.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

No to T2 lanes. Traffic is bad enough now! Just tidy up the foot/cycle paths that already exist.

Hutt Road Cycle path – Submission

629

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Once again the council is doing limited consultation in a short time frame....the excuse if we don't spend the money, we lose it.....hardly a good reason to make a huge change. Increase the pm frequency of bus services to Khandallah and Ngaio and congestion reduces immediately! Frequency and reliability and any congestion problem dramatically reduced. Take away the merge lane off Onslow Road and you will have traffic banked back to the village! The T2 lane was removed from Mana Esplanade due to its unsatisfactory outcomes....when will we learn from others trials. This council is thinking we will all become cyclists.....have they not noted the topography and climate.....!!!! This is once again forcing individual ideas onto a community....consultation is laughable.

Hutt Road Cycle path – Submission

630

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Eleanor Meecham	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

The two sides must be clearly marked as for biking and for walking. A lack of signage on the ground (or none, such as on Karo Drive) causes confusion. A coloured cycle path would be the best, but that's expensive. If you can't do colour, make sure to use

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Build it! This bike lane has been a dangerous shambles for decades. There are regular accidents there. Looks like the proposed changes provide a good balance between all users: walkers, bikers, drivers, bus users, business owners. It's great to see moving people around safely taking priority over other concerns on a major corridor like this one.

Hutt Road Cycle path – Submission

631

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
H Spring	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I rode through this area while on holiday riding Tour Aotearoa, and it was really apparent that there is alot of work to be done to make this area more cycle and walking friendly. Please make this area more cycle friendly.

Hutt Road Cycle path – Submission

632

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Emily	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

where are workers going to park?
what about people who drive and park on the hutt road and then catch a bus?
will the hutt road be only one-way after 9am?
what about the cars that come in and out of all the driveways along there?
why not make a bigger investment and shift the bike lane to run parallel to the train lines?

Hutt Road Cycle path – Submission

633

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrew Thompson	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Some more ways of warning drivers entering or exiting car parks of cyclists. This is their main route in and out of town, and should be treated as a main thoroughfare, just as it is for cars.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

This is a great first step in the right direction. I think a harbour or trackside corridor is a preferred option.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

As mentioned. Great first step. The changes are totally required and having had an accident on the road myself, more awareness for drivers of cyclists using the lane would be preferred. The movement of the bus stop from outside animates will be a great help.

Hutt Road Cycle path – Submission

634

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Cyclists are already providing traffic issues. Once I crossed over to go to Placemakers and had a cyclist follow me there and yell at me for not 'watching out' for him. I was following traffic rules and wasn't about to cause a traffic accident because he didn't want to brake. The cyclists need traffic rules as well. OR, use an alternate road that's not a main traffic thoroughfare. I also had a cyclist almost hit me while I was waiting for a bus in front of la Cloche. He expected me (at 7 months pregnant) to step into traffic over him slowing down to go around. It's crazy. Why invite such opportunity for issues? Take them off the busy roads. Wouldn't they prefer better scenery and fresher air anyway? And we are not a 'car addicted' society. We all can't cycle (again - small children). If the buses were remotely on time and accessible (not overcrowded) it would be a different story. By adding this cycle lane, Wellington is asking for trouble.

Hutt Road Cycle path – Submission

635

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Patrick	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

How close on street parking is to drive ways. Cars entering driveways will need visibility to see if there is someone on the lane

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

636

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Adam R	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Only if bike and people marks are spaced often enough to remind people what side is what

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

637

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Justin	Kilbirnie	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Adding rumble strips or similar where pedestrians must cross cycle path to reach bus stops, pedestrian crossings or similar.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

638

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sue Woodhouse	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Clear indication of where cyclists and pedestrians should be.
Have some concerns on the amount of parking available. If I drive in I park up Kaiwharawhara Road, parking is getting harder to come by all the time. At 8am most of the parks along Hutt Road are already taken.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

I walk out from the Railway station to Kaiwharawhara Road most mornings - so against the flow of traffic - so keen to have footpath and cycleway clearly defined. Really support this being a shared cycleway/footpath but it needs to be safer than at present

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

As long as both cycleway and pedestrian way are of ample size. I would love to bike out , but am not confident enough with the amount of cyclists and pedestrians plus the crossover car/truck hazard to do this. at the moment I feel I am sometimes two or th

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

Was pleased to see speed humps for entry/exist to businesses in the new plan. In my driving in I have seen some horrific accidents along this stretch. The two daycares have really increased this hazard for all. But cyclists especially

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Is there any chance that businesses could approach Spotlight for parking prior to 9am for their workers?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The T2 transit lane I am really unsure about. Need more convincing before I would support this.

Hutt Road Cycle path – Submission

639

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jim	Berhampore	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
Improve public transport, don't remove bus stops. Consider parking for local business' staff.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No
Designing cycleways as part of an overall integrated regional transport system that makes it easier for all people to travel around. Requires much more work on public transport than cycleways.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)
Without improved public transport businesses are going to be impacted.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

This appears to be another part of a piecemeal approach to an overall transport plan. Where is the vision that the various disparate parts of cycleway are working towards.

Hutt Road Cycle path – Submission

640

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Suzanne Pinfold	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

The actual volume of walkers is low in comparison to those traveling via bus or car

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

I do not support the option for cyclists to use the T2 lane "if they prefer" - it seems to defeat the purpose of the cycle lane. It puts their safety at risk and will slow the traffic flow for vehicles using the T2 lane.

DO YOU HAVE ANY GENERAL COMMENTS?

There doesn't seem to be any consideration for cars who park on the side of buildings. These carparks are usually full by 7.30am so parking after 9am is not a solution. I also note that the consultation period is relatively short.

Hutt Road Cycle path – Submission

641

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jeremy Rose	Melrose	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Where possible it would be great to separate cycle lanes from both cars and pedestrians.
And where possible it would be good to cluster off road parking for cars. Drivers should get used to the idea that you can't park right outside where you are going. Walking for a couple of hundred metres or more should be seen as normal as should paying for parking.

Hutt Road Cycle path – Submission

642

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Evan Fraser	Wilton	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

This will incur significant delays to those who commute by car. I think that it will increase driver frustration significantly and may put cyclists more at risk.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

DO YOU HAVE ANY GENERAL COMMENTS?

I don't believe that cycling on the cycle path as it stands is any safer than cycling on the road. Too many accidents on this road involving cyclists, are the result of drivers pulling out or pulling into the driveways.

Hutt Road Cycle path – Submission

643

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sarah	Newlands	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
If cyclists are given a full cycle lane that is updated and safe they should NOT need to use the T2 lane at all. Come on drivers should have rights too.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)
That they are given free from obstacles walkways as it was scary with bikes racing up behind you and I felt very unsafe

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
yes but please consider walkers safety

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)
If they stay OFF the road, you also need to consider keeping those pathways clear of rubbish and broken glass as that's why cyclist choose to ride on the road

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)
Please consider parents dropping off kids for child care

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

How are you going to monitor the usage and the T2 lane? Please note that not just Wellington City Council voters use this road people from all the way from Levin and down the the coast use this road also.

Hutt Road Cycle path – Submission

644

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
E. Sutcliffe	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

This will cause huge traffic backlogs in morning peak times. Even now, traffic often backs up to near the top of Ngaio Gorge and Onslow Road, and is slow at the Kaiwharawhara intersection. This will be made significantly worse by reducing the lanes available to cars and reducing parking.

These changes will not encourage more cycling. If anything, cycling will be more hazardous due to increased speeds.

Drivers will also be hugely frustrated and take more risks.

I would have thought the very negative response to the Island Bay cycleway would have caused Council to reconsider this proposal.

Hutt Road Cycle path – Submission

645

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

T2 lanes are just crazy...

Hutt Road Cycle path – Submission

646

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sue	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

I do walk and there will be plenty of room for walkers and cyclists

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I believe these changes will force a backlog of traffic that is already congested enough back into Ngaio and Khandallah. Traffic woes are frustrating enough without adding to it. Kids like to bike to local schools and this extra traffic in the suburbs only increases the road risks.

Hutt Road Cycle path – Submission

647

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
ONG, Su-Wuen	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

The existing setup is OKish, so I would not be opposed to it remaining the way it is. The proposed setup will of course be safer. Where, as a cyclist doing the peak hour morning commute, I find it the most 'dangerous' is at the crÃ"che where parents in cars coming in and out of the car park, and also parents with kids liable to suddenly step out into your path. Around that area, the existing car parks on the footpath should be removed. Those cars also hinder visibility of cars coming out of the car park.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

a T2 lane is only as good as the enforcement. if you intend to have a T2 lane to promote better car occupancy, you need to have staff enforcing it.

DO YOU HAVE ANY GENERAL COMMENTS?

Overall as a user who almost only ever cycles on the route at peak hour, I support your proposal. The shared footpath between Ngauranga and the Caltex Station (except around the southbound bus stop) actually doesn't need widening as there are few pedestrians and very seldom are there cars parked there. So you don't need to remove any of the Pohutakawa trees.

Hutt Road Cycle path – Submission

648

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Helen Fielding	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

It is a mistake to take what is currently space for vehicles to both park and to drive to allow for bikes and pedestrians. If you mess with this thoroughfare you compromise the flow of traffic, safety, parking and access to businesses. This is predominantly an industrial area, and you threaten productivity by threatening the traffic flow. Leave it alone please.

Hutt Road Cycle path – Submission

649

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Greg Lowe	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Travelling from Hutt and coming off at Ngauranga, When merging south onto Hutt Rd from this left lane - then entering T2 immediately when travelling single, will be hard to merge back (\$70000+ gain in fines) and cause holdups which will push back onto the SH2 south into wellington before the interchange. Traffic on SH2 south is already bad at this point.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Only 9x Car parks for 2x day care centres isn't safe during this peak time either direction

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Additional backup of traffic at Ngauranga Gorge exit for SH2 southbound which is already congested.

DO YOU HAVE ANY GENERAL COMMENTS?

I'm all for cycle lanes and shared use. Pedestrians/cyclists are generally considerate of each other. As a cyclist I give pedestrian right of way where I know we will meet at a congestion point. I Also let cyclists through when pedestrian. It's the same message for All people - Cars - cyclists, get to where you are going safely don't hurry. Be aware of your surroundings. Accidents affect everyone. (even when travelling different direction as people slow to look! - very annoying)

Hutt Road Cycle path – Submission

650

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Graeme Lindup	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This route needs to be fixed for all modes of transport as it is a critical link between the city and the Hutt Valley.

Hutt Road Cycle path – Submission

651

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kari Lloyd	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

That the businesses in the area need to not feel a substantial impact from changing the parking. There still needs to be good access for people to businesses that are along this route.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

It really does need good enforcement to make this work. People are saying it does not work in Plimmerton, but it actually does a reasonable job, its more about the non T2 times that there are issues there.

DO YOU HAVE ANY GENERAL COMMENTS?

I cycle, drive or ride a motorcycle into Wellington from Lower Hutt depending on weather and other considerations and agree that there needs to be work done on the area, but that full consideration of the businesses needs to be taken into account. Changes should not substantially affect the business that the cafe gets, or the drop off or pick up from childcare center etc, I have found the clientele from both these ventures are aware of cyclists - and try to accommodate them.

The surfaces and poles that are there currently are extremely rough making it far easier to ride on the road as a cyclist, which brings the ire of the drivers (as a new cyclist I don't do this but can fully understand it).

Some Pedestrians do not think that the path is a shared resource, and like to spread across and take up all the room making it hard to pass them as well.
It am not sure that this is the right answer, but I don't think that there is any answer that will be 100% right.

Hutt Road Cycle path – Submission

652

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anon	Strathmore Park	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Ensure the demarcation is quite clear - council seems to let these painted white lines fade over time and not come back and re-paint. You need to be aware of the on-going maintenance costs

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Don't stuff it up like you did Island Bay. I'm unsure why this council continues to pander to a minority of road users - it seems what is driving all of this is we must use this money or lose it. That's no excuse for what is essentially shoddy consultation and a lack of care of what residents want. I feel sorry for the poor businesses that will suffer as a result of this.

Hutt Road Cycle path – Submission

653

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jeetan Parbhu	Kelburn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I believe the proposed cycle way is not necessary. Why brake something that is not broken. This is not money well spent. If the council is in need of an upgraded cycle way on the Hutt road , then the sea side option needs to be explored. Think long term not short term.
The issue with the current/proposed cycle way is that it's dangerous because of all the drives ways to business on Hutt road. Cyclist will ride faster on a wider cycle way.
There will be incidents and possible even deaths if this project goes ahead.To conclude I really don't know how the council can justify a cycle when there aren't that many using it. Please have a good think about this, take time to listen to the people and reconsider.

Hutt Road Cycle path – Submission

654

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Penny McDonald	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Many cyclists use Bridle Path from Khandallah to avoid Ngaio Gorge or Onslow Road to get into the city. Is a cycle lane actually necessary?

Hutt Road Cycle path – Submission

655

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nicky Boughtwood	Brooklyn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I really support improving cycling along this route. It is such a main arterial route for Wellington cyclists and currently so challenging to use.

Hutt Road Cycle path – Submission

656

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Cees	Wadestown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Please consider busstop set up, currently you can't see much when leaving from animates parking onto the road again. Busstop blocks view with adds on the side of it

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Fully support initiative, parking options for companies along the road are limited I think, makes them to think about alternative transport too.

Hutt Road Cycle path – Submission

657

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andy McKay	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Bring on more cycleways. Economic and health benefits are huge.

Hutt Road Cycle path – Submission

658

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Phaedra Upton	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

if both paths are wide enough

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

this is a commuting route so there must be enough width for people that are riding fast to work, cyclists and pedestrians must have their own space

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

i fully support improving facilities for cyclists and pedestrians

Hutt Road Cycle path – Submission

659

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Full Car Every Morning And evening User	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

These ideas will lead to a more dangerous road. If the idea is to help, then, get people off bikes and out of cars and into buses or trains. Reducing bus stops is insane. Spend the \$9million on bus and train services.

Hutt Road Cycle path – Submission

660

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jaden	Kelburn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

If you want to maintain separation between cars and cyclists then the proposed scheme (subject to others' comments re: somehow managing how cars turn into the business and cross the cycle lane) seems like the best solution. However, as a keen cyclist I believe the extra width gained from the footpath should be used to increase the shoulders on both sides of the road and have the cycle lanes there; moving with the traffic. Cars turning through this would give way like every other road. The down side to this may be how it affects the Ngauranga Intersection but I have never found this an issue riding on the road with the current arrangement.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Seems to work well in Auckland.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know

See above re: making cycle lanes on both sides of the road going with the traffic.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

661

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Murray Mckenzie	Churton Park	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I use this road often. It's already dangerous turning into Placemakers because of traffic coming up fast from behind with only one lane it will be far worse and traffic will back up behind turning vehicles.
At least quarter of cyclists don't use the existing lane despite it being huge and most (most) turning traffic respecting it.
It's your job Celia to promote our city as a place to do business not slow it down at best and show your contempt for all of us that use the roads to work at worst.
9 million..... How stupid do you think we are

Hutt Road Cycle path – Submission

662

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Louise Alliston	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

663

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Marilyn Northcote	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

This is my regular ride into the city, but sometimes my journey takes me northbound along the cycle route, and I would like to see some consideration to joining the cycle route at the Ngaio Gorge with a provision for turning left towards Ngauranga, currently quite awkward.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

A raised barrier (small) to separate people walking from the people riding bikes.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

yes, but please ensure there will be enough parking for businesses along the route (i.e. during business hours).

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This is my regular ride into the city, and I join the cycle way at the bottom of the Ngaio Gorge at the lights. I have raised my point about turning left to go Northward above, and I think the changes you are advocating will help with that tight spot. The proposed changes (especially removing the lamp posts...score!!) provide a good compromise between addressing the needs of the users of this popular route, into and out of the city, while being considerate of the needs of others in the area (i.e. businesses). I particularly found the video to be quite helpful in getting a clear idea of how things might look along the route, well done!!

Hutt Road Cycle path – Submission

664

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Please ensure that cyclists joining the cyclepath from roads such as Onslow Road or Rangiora Avenue can (a) safely cross 4 lanes of traffic and (b) safely mount the kerb to get onto the cycle path.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

The idea of moving the bus stops forward is an excellent one

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Refer to my earlier comment regarding safe access across the four lanes of traffic from side streets and the ability to mount the kerb at convenient locations. In addition, the cycle way should be continuous - i.e. cyclists should not have to stop for traffic at Westminster Street. Cyclists are through traffic, and side streets ought to give way to us.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Ensure the parked cars are enough of a distance away from cyclists such that none of us get doored accidentally by passengers alighting.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I generally support the proposals, but there is not enough detail in how they will be implemented in pinch points and hazardous areas to ensure it is the best proposal it can be. I look forward to seeing more detailed proposals that the electorate can then be consulted on.

Hutt Road Cycle path – Submission

665

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Highbury	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I don't support this proposed changes. I think its money not well spent. The cycle way looks hazardous because of the driveways. Look at other alternatives

Hutt Road Cycle path – Submission

666

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ian Bates	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

HOw come we have only just heard of this. All residents of Khandallah, Johnsonville, Broadmeadows , Ngaio etc should have been given a letter explaining the proposed changes some 2 months in advance--this is not consultation --this an Autocratic decision by a Council and Mayor obsessed with cycles having no thought for the motorists who pay for the roads or Wgtn ratepayers

Hutt Road Cycle path – Submission

667

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Brooklyn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I can't understand why this project is discussed. There is no need to upgrade this route.

Hutt Road Cycle path – Submission

668

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Churton Park	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The present cycle lane is adequate. This will take business from the places along that road and make it dangerous. Wellington is being stifled by one woman's agenda, the mayor must go

Hutt Road Cycle path – Submission

669

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Karori	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Waste of money!

Hutt Road Cycle path – Submission

670

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

671

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Mount Cook	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Ensure that there is adequate space and maybe put in some reflectors as well

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

The pathway is clearly marked and free flowing - Paying attention to road crossings etc.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I am looking forward to more cycling lanes

Hutt Road Cycle path – Submission

672

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Natalie	Newtown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

The use of plastic poles as a separation mechanism between the footpath and the cycle lane. Makes it clearer for both what's what, and reduces the risk of hitting peds who don't look before entering the cyclelane

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I think the T2 lane is such a great idea. I think Wellingtonians need more encouragement to be smarter with their car usage

Hutt Road Cycle path – Submission

673

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Daniel Buckett	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I cycle this rote every day, I have been hit (and had a number of near missed) going across the spotlight exit after coming across spotlight needs to have the exit moved the drivers donâ€™t look

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Cars should not be diving on the foot path to get to parks

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Please consider having the spotlight car park assessed veer the traffic lightsâ€™, being hit by a exit car who wasnâ€™t looking hurt.

Hutt Road Cycle path – Submission

674

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
John Hughes	Tawa	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Ensure that all the "pinch points" are eliminated. The bridge over the Ngaio stream I see is widened. What about under the rail bridge (400m to North of the petrol station)? Also, the trees and bushes next to the path intrude on the path, as they are hardly ever trimmed. Note that the roots of trees near the Northern end of the route provide a very bumpy surface. The parallel parking near to business exits blocks the view of exiting vehicles, so that they have to straddle the path to see for clear traffic. This is especially true of the one parallel park between the entrance and exit of the Kindergarten car park.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Somehow differentiate the pedestrian way from the cycle way

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Using something with more visual impact than a white line - e.g. double yellow

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Earlier comment about parallel parks close to business exits, that block view for vehicles exiting premises

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Shifting all the many obstacles from the cycleway is great. Make it clear who has right of way when the business exits cross the cycleway - bicycles? And at the other junctions.

One of the most dangerous parts of the route is the transition from the Ngauranga gorge road to the shaded cycle area of the lights at the Motorway entrance (extreme Northern end of this route), as cycles have to cross a busy lane where traffic is moving at speed.

Hutt Road Cycle path – Submission

675

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Denis Ulrich	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

T2 will cause major backlog of vehicles on single person lane with problems at Onslow Rd interchange exacerbated. T2 was a disaster at Plimmerton, same will happen at Hutt Rd. Suggest forget T2. Suggest ban bikes from vehicle roadway. With a 4m dedicated cycle lane why have bikes mixing with 9 axle trucks etc.

Suggest sensible speed limit on cycle way to lessen danger at property crossings eg at Placemakers. Re mayors comment on increased cycle traffic from Khandallah. The narrow winding with sharp corners Onslow Rd is not conducive to more cycle use at peak times-recipe for disaster.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

As per previous comments:
Ban cycles from roadway
Place sensible speed limit on cycles

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

676

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Thomas McQuillan	Kilbirnie	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

677

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

This will cause major traffic back log on Onslow road and Ngaio gorge, which is already a problem. City Council allows more housing to be build in Ngaio and Khandallah, which increases traffic even more!

Hutt Road Cycle path – Submission

678

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Evelyn Dawson	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

The space for walkers is too much, there is too much space being taken away from cars users (including disabled car users which haven't been factored into this equation), there is no compulsory use of cycle lane/walking lane and preference given for car u

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

That a lot of bike users don't obey road rules, use common sense and don't have manners. They travel at road speeds and think that all people should make way for them. They dodge from the cycleway to the roadway and back during their travel and I have s

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Unless it is mandatory for cyclists to use the cycle lane this whole 'arrangement' is going to be governed by a small group of the community on cycles. The T2 is not going to work as traffic coming from Onslow Road is, on most mornings, merging into the righthand lane to go into the city and if everyone else who does not have two people in a car uses this lane, traffic will be backed right up Onslow Road - this has not been thought out at all!

Hutt Road Cycle path – Submission

679

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Oliver Layug	Berhampore	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Consider cyclists who want to use the other side of the Hutt road, where there isn't a cycle lane. Maybe widen the shoulder or put a cycle lane there as well

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

680

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Brian Clark	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

When one looks at the percentage of cyclist numbers to those in motor vehicles it's minuscule. Like the Island Bay debacle where rate payers have had to spend mega-bucks to a whim of the mayor and ruin what had previously been a perfectly good road. I've

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

Buses and trains are a good way to travel but in wet weather often windy the commuters can be drenched getting to and from their workplace. It's impossible to beat a motor vehicle in these circumstances.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Bus traffic lanes are fine but they are never continuous to destination with many roads being too narrow to for such and approach. I have no statistics but if it took more than 5 minutes off travel times from the outer suburbs I'd be very surprised.

Hutt Road Cycle path – Submission

681

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Graeme Gee	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

T2 Lanes don't work. Haven't worked in Paremata/Mana. White lines separate nothing. The cycle lane on the footpath along Hutt Rd isn't being utilised now. Perhaps some thought should go into making that work properly before a hair-brained scheme like this gets approval. Bikes are not the way of the future - NOT THE WAY OF THE FUTURE - and enforcement for a few is unnecessary.

Hutt Road Cycle path – Submission

682

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kevin Jones	Te Aro	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Go for it. The use of roads and the road reserve is not the property of adjacent businesses. If they demand parking, let them put it on their own land as a supermarket would do or is required to do.

Hutt Road Cycle path – Submission

683

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Karori	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

684

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Melody	Grenada North	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

A lot of people park along the Hutt road in the morning and take the bus from there to the CBD. I notice by 7:30am parking along Placemakers is already full! Having an alternative parking for the public that needs them between 7-9am is crucial. Please find alternative carparks.

Hutt Road Cycle path – Submission

685

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Access from Onslow road is very poor. No footpath means that people who come down the hill and are surprised by the lack of footpath are at risk if they continue to walk. Someone will be killed. There should be some method for people to get safely to t

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The title of this consultation is a mis-named. We have missed the consultation meetings and information sessions as it was not clear that it affected car users. This is a roading use change not a cycle lane project.

Hutt Road Cycle path – Submission

686

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mark	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

As a pedestrian I have always kept left on the shared path and never had any issues. I do however walk home late on Friday nights some times and hence wonder how much light will be on the shared path if the streetlights are moved to the far side of the ri

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

As a cyclist I keep left coming down Ngaio Gorge / Kaiwharawhara Road and it annoys me that other cyclists ride down the double yellow lines meaning motorists don't leave enough pass on the left for me to get passed when the cars are queued. I then join Hutt Road at Spotlight and would like to see the bridge there widened, and the shared path resurfaced to be a smoother ride. I would say I cycle about 25kph so not a proper road cyclist at 40kph but as such I don't see the need for a wider path along there. I do think that all cyclists should use this shared path both ways though to allow two lanes of full speed motorists inbound in the mornings and to avoid having to cross the Aotea Quay off ramp in the evenings homebound. I don't think that this proposal addresses the real concern of cyclists and that is the need for cars to cross the cycle path to get in and out of businesses. I have also cycled from spotlight back to daycare (Early Years) a few times now and that bus stop by the pet store does make the path very narrow, along with a significant bump crossing the side street there too. Smoothing and widening that short section definitely is a good idea.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I have lived in Ngaio for 5 years and during that time have regularly commuted to work as a pedestrian, cyclist, motorist, and bus user.

As a pedestrian I have always kept left on the shared path and never had any issues. I do however walk home late on Friday nights some times and hence wonder how much light will be on the shared path if the streetlights are moved to the far side of the ride. I don't see any other issues for pedestrians, nor do I see any improvements.

As a cyclist I keep left coming down Ngaio Gorge / Kaiwharawhara Road and it annoys me that other cyclists ride down the double yellow lines meaning motorists don't leave enough pass on the left for me to get passed when the cars are queued. I then join Hutt Road at

Spotlight and would like to see the bridge there widened, and the shared path resurfaced to be a smoother ride. I would say I cycle

about 25kph so not a proper road cyclist at 40kph but as such I don't see the need for a wider path along there. I do think that all

cyclists should use this shared path both ways though to allow two lanes of full speed motorists inbound in the mornings and to avoid

having to cross the Aotea Quay off ramp in the evenings homebound. I don't think that this proposal addresses the real concern of

cyclists and that is the need for cars to cross the cycle path to get in and out of businesses.

I have also cycled from spotlight back to daycare (Early Years) a few times now and that bus stop by the pet store does make the path

very narrow, along with a significant bump crossing the side street there too. Smoothing and widening that short section definitely is a good idea.

As a bus user I see this as a negative. The busses get stuck in the single lane coming down Ngaio Gorge, and this will potentially get

worse if most of those cars are single occupant and hence will only have one lane on Hutt Road. Once the bus lane begins by the courier

depot the bus normally runs fine along the existing left hand hutt road lane, I doubt it will be any quicker to make that a T2 lane.

Finally as a motorist I normally drive with my wife and son down Ngaio Gorge, turn left to go to daycare dropoff, and then come back into the CBD.

1. We normally get stuck in traffic down Ngaio Gorge, and if that traffic moves slower due to a single lane choice for much of the traffic this will be worse.

2. Once we turn left and head to daycare the next issue is turning across two lanes of traffic and then the cycle lane. Currently a car

in the right lane will stop and let us then, which then forces the left lane to do the same, however I still have to move slowly until

I can see any cyclists behind the left lane. I doubt this will change much except that the left lane may be moving faster being a T2

and hence would be less likely to let me across.

3. If I was at the iKids I would be concerned as to how I get into those new parallel P10 spots from the other direction. I would also

be concerned that I am getting preschoolers out of the car when there is fast moving traffic on BOTH sides of the car (i.e the T2 lane

and the cycle path)

4. If there are cyclists that dont want to use the new cycle path in the T2 lane it isn't going to move any

faster than the current unrestricted lane anyway - cyclists need to be forced to use their dedicated pathway.

5. If my wife isn't with me then when leaving daycare I would have to cross the existing cycle path and the T2 lane, which would mean I may spend longer stopped in the cycle lane waiting for a spot to move into. Or I have to sprint across the cycle lane at the last minute when a simultaneous gap in the cycle lane and T2 lane appears.

6. Finally, again without my wife, at Aotea Quay I would have to merge into the T2 lane to get onto the waterfront to go and park at the Stadium. What impact would this cause further back down the T2 lane?

As such I don't see that the main issue of having to cross the cycleway is resolved, and wasn't crashes due to those crossings the whole point of the changes? I also doubt that the T2 lane is going to improve traffic flow as for me the congestion is worst coming down Ngaio Gorge, and not along Hutt Road.

Also in regards to parking all the spots are full by 8am weekdays, as are most spots on Kaiwharawhara Road. This suggests to me that those parking either work on Hutt Road, or drive that far and catch a bus in to town. If the parking is reduced what are these people supposed to do? Will businesses really let their staff consume off street parks intended for their customers?

Hutt Road Cycle path – Submission

687

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Max Robitzsch	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Change to T3 lane. T2 barely worth it.

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

688

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Pete Burtonwood	Newtown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Barrier aria ration poles either dude if driveways that cross the path.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

A well overdue improvement to the facilities fir pedestrians and cyclists.

Hutt Road Cycle path – Submission

689

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David Williams	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

The 2 most dangerous parts of the cycle path are the parked cars on the pavement and the cycle path crossing the spotlight car park exit. Putting the parking spaces on the road and having a flashing sign at the exit to the spotlight carpark (saying look our for cyclists) would mitigate or removes some of these risks.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

I green marked path may not be sufficient to define the path. Pedestrians currently walk on cycle paths and if walking several a breadth and in the same direction as a cyclist will block the path. This frustrates and is a safety issues for both cyclists a

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

The current systems, road laws, licencing etc are not designed specifically for cycling. Pavements are made for pedestrians, roads are made for vehicles. They are very different. Cyclists live in a grey area between road and pavement which frustrates everyone. Im a cyclist and I believe we should be licenced (people should take a cycling test and have a licence before they allowed on the road) bikes should have a licence plate and be subject to laws and regulations like cars currently are. This would increase the standard and

accountability of cyclists. If they don't follow the rules they lose their licence. If they ride without a licence they get a fine. They also have their own road.

Hutt Road Cycle path – Submission

690

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ash Burgess	Mount Cook	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Why not consider building the cycleway on Railway's land? There is an existing gravel road that services the rail corridor, why not seal it and gain a right of way over it for cyclists? it already goes where you need it, easy to have an 'off ramp' at Kaiwharra Stream, and it would achieve a better separation of cyclists and road traffic.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

See above, cyclists on Railway land means current footpath can remain as is and not have to be shared with cyclists.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

--

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

--

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

--

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

--

DO YOU HAVE ANY GENERAL COMMENTS?

In my view: if there is ANY possibility of getting cyclists off the road and away from pedestrians, you should pursue it as the most desirable option/outcome.

Hutt Road Cycle path – Submission

691

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anne Bruce	Newlands	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

That coffee cart down by Smith's City on Ngaranga Gorge. Utter chaos there at 6.10am in the morning. Cars pull in front of pedestrians and cyclists. They part on the yellow lines. requires attention.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Try getting pedestrians to wear lights! I encounter one most mornings going up the down side on Ngaranga gorge, black clothing the only illumination is her lilly-white legs.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Why, we are all responsible for our own safety. Walking look for bikes. Biking - look for pedestrians.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Just do not rile up motorists, I am sick of crap comments from drivers. Hard to hold tongue sometimes.

Hutt Road Cycle path – Submission

692

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Steve Hall	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

While not resident in Wellington City & therefore unable to express my thoughts on the WCC and how it conducts itself directly at the ballot box, what they do still has a significant impact on how myself and my family go about our business & leisure. One aspect of democracy is that individuals are elected to represent others on their behalf. If those individuals are thought of well enough to be accepted as such a representative at election time, they are given the highly responsible job of representing ALL constituents and NOT only those that voted for them. It should not be seen as an opportunity to pursue a personal agenda. Unfortunately the last two councils appear to have had far too many members more motivated to push their own barrow rather than to fairly represent their constituents. There is some evidence of this in the number of councillors that have campaigned under the "Independent" banner when they have been

politically anything but and this can be seen as tantamount to political fraud. The single proposal being put forward comes across very much as a fait accompli with the likelihood of the "public consultation" process having no impact on an ideologically driven decision already made. A number of my colleagues made the effort to attend one of the "consultation" meetings only to find that the only people that our esteemed Mayor seemed to be available to have a discussion with were serial meeting goers there to support the proposal and ensure things went their way. Using a photo of a cyclist out on the road and claiming he was forced out there because of "obstructions" on the existing shared cycleway is disingenuous. As all regular users of the Hutt Road would attest to, there many cyclists that elect to use the road rather than the cycleway. This means they do not have to slow down to account for other slower users of the cycleway. This can be put down to impatience as much as anything and this is unlikely to change with the new proposal. They would do well to accept the difference between commuting and training and ride accordingly. As a sometime recreational cyclist I am well aware that there is room for considerable improvement to many roads to allow cyclists to use them safely. However, there also needs to be a sense of balance in how this is achieved. The cost of putting this proposal in place shows no indication that the price businesses, their staff and residents in the immediate and surrounding areas will likely pay as well has been given any consideration. Are you going to fully support the people affected in the area by working with the rail network to get the Kaiwharawhara station operational again? I am also concerned to note the comments around the condition of the road surfaces in Island Bay. Councils all around the region have shown that quality of work all too often comes a distant second to price when it comes to road and footpath maintenance. Patchwork & poor repairs done on substandard initial works have left, and continue to leave, roads and footpaths more difficult & unsafe to use by all users than should be necessary. Will this continue to be the case on the flash new cycleways being proposed? History would suggest yes. Take a breath WCC and take the time to get something like this right, not push through regardless of the concerns of the people you represent in case many of you get replaced later in the year.

Hutt Road Cycle path – Submission

693

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sarah	Melrose	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

694

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

695

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Marion Castle	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Limiting the impact of any cycle lanes on both parking and traffic movement along the road. Pedestrians and bikers do and can exist in the same space and the impacts can be limited. My suggestion is to remove the poles, any dangerously positioned bus stops and to make it clearer at road crossings (at bottom of Ngaio Gorge and by the garage) who has right of way. Bikes don't need a separate lane and I ride, walk and drive this section of road frequently

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

don't use the need for a cycleway as an excuse to create a bus lane or limit the flow of traffic and parking. Bikes and pedestrians can exist together and have done in the past provided that those poles in the path are removed and the dangerous bus stops

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

leaving the parking where it is. Drivers are aware that they need to check their mirrors before getting out of the car whereas passengers are not. This will lead to another hazard

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

T2 lanes haven't worked elsewhere, eg Mana so why introduce them here? It may be better for trucks to use the right hand lane and for buses and cars to use the left.

Hutt Road Cycle path – Submission

696

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Matt Roberts	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
How to make it safer when crossing the enterances/driveways that will still cross the path.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
The extra space to help separate cyclists and pedestrians is good. when there are large groups of pedestrians they are likely to spill into cycle way. IS ther ea way to discourage spill from both types of users int oeach others space.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes
better sight lines at the overbridge to/from Aotea Quay and how to make crossing the road by Kaiwharawhara Rd safer eg stop area for cars before cycle line. Adress issues with crossing driverways cars often block the current cycle lane.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

697

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Susan Marshall	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

No, no, no - utter madness. Island Bay is a mess and the T2 hasn't worked in Paramata. As for closing the Onslow on ramp - what are you thinking!! The existing bike lanes are plenty wide enough on this stretch of road and we need 2 lanes for the cars (contested as it is).

Hutt Road Cycle path – Submission

698

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
C. Hamblin	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

As long as the path is wide enough and cyclists are reminded to take care around pedestrians as excessive speed can be an issue. Ideally, physically separated infrastructure is better for high volumes.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Sounds like a well planned project and I fully support it.

Hutt Road Cycle path – Submission

699

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Paul Spark	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I think the T2 road change is a complete waste of time and money. T2 roads only add confusion and complication. Nobody uses them properly. To me they are a waste of money. The video doesn't show the removal of the poles, traffic lights and street light "bundles" at the northern Spotlight entrance. These obstacles and cyclists and waiting pedestrians waiting for cross the road causes congestion.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Please consider adding more parking at the bottom of Ngauranga Gorge for people who would like to park their cars there and then cycle into the city. Getting back to where Smith City is from the proposed path is very dangerous when crossing over the SH1 to SH2 northbound interchange road.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

There won't be enough parking. Cars will end up moving to some other inconvenient place. More provision for parking needs to be given. People are already parking in huge puddles near Jarden Mile. Perhaps a car park could be provided around that area for overflow?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

In favour of the Hutt Road strategy except for the crazy T2 lanes. Consideration needs to be given next for cyclists getting in and out of the CBD itself. Wide paths near the BNZ centre should have provision for

cyclists as well. Wide paths alone only promote mindless pedestrian meandering. Clearly designated routes should be given to cyclists. A cyclist should not have to walk 1km on their final route to work.

Hutt Road Cycle path – Submission

700

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ben Sandle	Karori	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Might be good to put some separation such as cones etc to make it clear it is a bike lane.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Removal of commuter parks are fine, safe cycling and efficient public transport should come over commuter parking.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

It looks to be some good changes, improving public transport and cycling should take priority of any lost parks that are mainly used by commuters to save on parking costs in city. It is good to have the parks only available after peak times.

Hutt Road Cycle path – Submission

701

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Gerad	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

702

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anna-Marie	Newtown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
I think that greater demarcation of pedestrian area vs cycling area is needed. It is very easy for pedestrians to wander across into cycle lanes without realising it.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know
I think it is also important to consider how this will connect with other cycle ways. Is there a plan to extend this cycle way all the way to Petone? The section that is currently on the motorway itself is particularly scary for cyclists. I think there also needs to be consideration as to how the cycle way will cross the on-ramp to the motorway (the section right at the end of your video). Is there going to be regular maintenance of the cycleway to ensure it is free of glass and other debris?

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)
Many of the businesses in that part of town are trades and staff start well before 9am. Is there an expectation that businesses will provide parking for their staff?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

703

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Miramar	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

704

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rimu Atkinson	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

great!

Hutt Road Cycle path – Submission

705

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

706

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dave Chowdhury	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I bike to work every day from Ngaio. Along the Hutt Rd shared path I encounter the hazards from:

- vehicles parking
- buses turning into the Bus depot
- vehicles turning across the current shared path to and from various businesses
- oncoming cyclists
- drafting cyclists
- pedestrians
- drivers crossing the path to ticket vending machines without looking
- car doors opening

- buses moving to the bus stop outside Guthrie Bowron

I will support measures that significantly reduce these hazards for cyclists while also recognising the rights of others who use the area.

Hutt Road Cycle path – Submission

707

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Gerry Dance	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

but consider is it really necessary in places

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

no

Hutt Road Cycle path – Submission

708

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sandra Williamson	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

709

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Aro Valley	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Terrible Idea. The council knows best, Yeah Right!

Hutt Road Cycle path – Submission

710

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I have cycle commuted on average a couple of times a week between Porirua and Wellington for 25+ years. I support the proposed changes to the Hutt cycleway as this part of the commute for northern cyclists has always been a dangerous one. I was appalled when the current shared walk/cycleway was introduced as I could see the problems it would, and did, create. I have always avoided using it when south bound from the Caltex service station onwards and never use it when north bound.

A significant issue is the risk when a north bound vehicle turns across opposing traffic lanes into entrances on the eastern side of Hutt Road. I have personally witnessed several incidents caused by this over the years and been involved in one myself.

The proposed changes will result in a total of four lanes to be turned across of differing traffic types, at differing speeds and with differing levels of visibility. Very tricky. And cyclists and walkers, as they approach driveways and entrances, can be un-sighted by high vehicles stopped on the road to their right. This can make it impossible to see a right-turning vehicle about to cross your path, the situation I found myself in. Unfortunately, I don't have a solution to this issue, other than preventing right turns for north bound traffic which isn't workable. However, I just wanted to highlight this aspect in case a better traffic planning brain than mine can come up with some magic.

I still think a wonderful opportunity was lost many years ago when NZ Rail was sold. As part of the sale a cycle corridor could have been negotiated stretching from the Caltex petrol station along the back of all the eastern Hutt Rd properties to VTNZ. If an opportunity exists to do so now or in the future, I believe it should be pursued vigorously.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

As per 2. above.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Paint is probably the only practicable alternative. Any physical barrier is likely to be expensive and present inconvenience to everybody and danger to cyclists. Having said that, pedestrian vs. cyclist collisions can result in significant injuries to eit

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

There's significant risk to bus passengers and cyclists of passengers crossing the cycle lane from the pedestrian lane to get to the bust stop/shelter. They may be distracted by rushing for an approaching bus, weather, etc. Perhaps crossing areas should b

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

As per 2. above.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Obviously this is going to be a pain point. Local properties and businesses should be encouraged to maximise off-street parking. A re-design of available yard space would be a good idea for some. Is there room for some parking spaces to be created along parts of the western side of the road? Obviously some expense involved but could be done as part of the work to transfer lamp posts over to that side.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

711

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mike Toews	Berhampore	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I'd love to return to using my bike more than my car, and commute to work along the Hutt Road stretch. However, I'm drive more often due to the near absence of safe cycling infrastructure in Wellington.

Hutt Road Cycle path – Submission

712

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrew	Newtown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

Why not make a bus lane rather than T2?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

consider making it a normal bus lane

DO YOU HAVE ANY GENERAL COMMENTS?

generally support removing parking to improve the condition of the cycle path. I sometimes cycle there and it is unpleasant and unsafe. I crashed on the existing path once when it was very narrow and I hit a curb trying to avoid someone else. It's also very hard to see bikes when exiting / entering the car parks along the route.

Hutt Road Cycle path – Submission

713

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alice Coppard	Aro Valley	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

714

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bronwyn Brown	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I support the development of quality well designed cycleways in Wellington. Unfortunately I find many of the 'cycle improvements' a visual mess of green paint and signage. Cyclists still weave in and around moving traffic putting themselves at risk and distracting drivers. Spend the money on creating a separate network for cyclists, not trying to do the cheap option and creating chaos for everyone.

Hutt Road Cycle path – Submission

715

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Leonie Henskie	Woodridge	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

You say in the documents that cyclists will be able to use the T2 lane. The cycle code says that cyclists should use cycle lanes and pathways when they are provided. Cyclists should not use the T2 lane during peak as it will defeat the whole purpose of the T2 lane. Already buses have to wait or move over for cyclists that are on the road which causes delay to public transport.

The other confusion is what is the definition of a T2 lane is it 2 or more people in a vehicle as the test says or is it more than two people as the video and the pictures say?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

AS it says in the road code cyclists should use cycle lanes and paths I do not believe that if cycle lanes etc are provided they should be allowed to ride in the T2 lane as it discusses in the paragraph about T2 users.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Where are places like Shelley BMW and Mini going to display their wares as they are currently displayed along the front of the glass window. I am also concerned about when people are able to drop items off to the Storage place next to one of the day care centres.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I appreciate the need for better cycling facilities but also would like to make sure that Bus users are not

overlooked by letting cyclists use the T2 lane. The T2 lane should not be available to cyclists during peak as they should be using the provided cycleways and paths as stated in the cycle road code.

Hutt Road Cycle path – Submission

716

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Will Andrews	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Frequency of users and width of path

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Cycling needs much stronger support; its benefits and co-benefits when taking modal share from single-occupancy motor vehicle use are immense.

Hutt Road Cycle path – Submission

717

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Viv Chapple	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

This is an incredible opportunity to get it right for cyclists but the boat has been missed. Where the cyclists should go is on the rail land behind the buildings on the sea side. Instead this continual marriage of bikes and cars and pedestrians which doesn't work well for anyone. Also, the Spotlight entrance and exit should be incorporated into the traffic lights at the Ngaio Gorge. How can any traffic flow be improved without considering this? Chopping down trees, reducing the traffic to one lane, getting rid of carparks - can you imagine the chaos when there is a problem on the motorway? Please go back to the drawing board.

Hutt Road Cycle path – Submission

718

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jo	Newlands	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Impact on parking for people who actually work along the route and normally park well before 8am (not for commuters who currently park there)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Support removal of the current obstacles and widening of the bridge. Even resealing the current path would be a big improvement.

Hutt Road Cycle path – Submission

719

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David Mobbs	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

A better, safer, option would be to move the cycleway to behind the buildings along Hutt Road, between the Caltex petrol station to Aotea Quay.
If that is not feasible, then the proposed solution would be better than nothing. In my opinion, the most important change will be to remove the streetlights and other street furniture which currently make this route such an obstacle course.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

See earlier comment

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

The proposed changes seem rather unfair on some of the premises along the Hutt Road. The proposals also do not fully address the traffic congestion and dangers caused by the two kindergardens at peak times.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

720

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jacob Daube	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

It is vital to provide safe cycle transport for commuters. There are more every year and they need to be accommodated safely with dedicated cycle infrastructure

Hutt Road Cycle path – Submission

721

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Steve	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hmmmm, 1pm Wed 13/04/2016. 68% of 750 respondents support the proposal, apparently. Hardly a balanced result when 45% of the respondents are cyclists using the existing route. A suggestion here that the consultation process is seriously flawed. There are many people outside the WCC area that are impacted by this and there appears to be little effort to canvas their thoughts. Watch out for the spin later on claiming majority support! Odds on the only stats published will be those supporting a predetermined position.

Hutt Road Cycle path – Submission

722

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Aro Valley	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know

Yes but please ensure that bus stops are not placed so that they cause a queue of cars unable to pass.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

723

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Karori	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

no

Hutt Road Cycle path – Submission

724

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
John Dawson	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

This is as hare-brained a scheme as the Island Bay bike lane fiasco. It is poorly considered, poorly researched, reactionary and aimed to cater for a small percentage of the travelling population (who do not directly fund any of the proposed changes) at the expense of the majority (that pay taxes through petrol consumption).

Lighting: the proposal is to move street lighting to the left of the north-bound lanes. This is effectively 20-30m from where it is most needed - where the pedestrians and the cyclists are proposed to be co-habiting, especially on a wet, dark winter's morning or evening. This is dangerous, particularly for pedestrians risking being hit by cyclists who, from experience, don't really take a lot of care or notice of others' rights or existence.

Access to/from business: The proposal will result in vehicles wishing to leave or enter business having to

- negotiate speed humps,
- travel across a combined 5-6m of cycleway and pedestrian way, drive between parked vehicles and wait there to get into (or, worse, cross) a stream of traffic travelling at 60kph, and
- live to tell the tale.

That is an horrendous picture!!!! Note particularly that this includes buses moving in and out of the new yard recently constructed on the old Beaurepaires site at Kaiwharawhara - I recommend that someone from council gets out from behind their desk and goes and watches that activity any week morning between 7 & 8am! You might learn some stuff.

Claimed advantages of a T2 lane:

- the document claims that there will be "significant improvements to travel time" for vehicles using the T2 lane. Where is the evidence that supports this fanciful claim? None is included in the documentation. Is there actually any or has it be drawn from the realms of "we hope"? Vehicle movement in the T2 lane will still be hampered by vehicles going in and out of businesses on the Hutt Rd, especially in peak hours, as it is now: my view is that there will be no improvement in flow whatsoever (in fact, given the increased hazards that will need to be negotiated, it will worsen) and that councillors and council staff should address reality! The T2 lane closes at 9am, vehicles go to park there and the south-bound lanes are effectively reduced to one for the rest of the day. What a damn-fool idea! It didn't work in Mana and there is nothing in this proposal to indicate that it will work in Kaiwharawhara. Given the lack of useful research that has been in the document so far, would it be fair to assume that the impact of this has not been considered at all? I predict that traffic will be blocked up from the bottom of Onslow Rd, all the way to the Aotea overbridge. And the best bit? "The transit lanes will be reserved for passenger vehicles carrying two or more people..... and cyclists who choose to ride on the road." **HANG ON!!!!** You are proposing to spend a whole shipload of ratepayers' money on providing a specialist facility for a relatively small and particularly self-interested group - **AND THEN YOU DON'T EXPECT THEM TO USE IT????** What cretinous idiot dreamed that up? You claim that the T2 lane will speed things up for those in it, and then you're going to allow the slowest-moving traveller to use it when you've made a whole 4m wide pathway specially for them??? You may as well allow the pedestrians on the road too - it can't do any worse.

Roll on the next local-body elections!

Hutt Road Cycle path – Submission

725

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Brent Samson	Tawa	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

This is a ridiculous idea that has been proposed to keep a tiny minority happy. The traffic through this area is congested already in the morning and the suggestion of implementing a T2 Lane and widening cycle lanes will only make that worse. You will find that all feeder roads become congested (ie Onslow Road, Ngaio Gorge Road, Hutt Road from Petone, Ngauranga Gorge) as vehicles are unable to move onto the Hutt Road due to the reduction to one lane. This will also kill the businesses on the Hutt Road. The Council is meant to be encouraging business in the City and not thinking of ways to destroy it. Without reasonable parking in the area no customers will be able to visit these businesses and there will be no where for staff to park. You could reseal the existing foot path and move the light poles to make a wider area for bikes and pedestrians whilst not affecting the businesses in the area by the removal of such a significant portion of

the parking on the Hutt Road or causing such significant traffic congestion issues into the city. The Council also needs to carry out real consultation and not try to hide these changes and quietly bring them in without fully publicising the proposed changes and giving everyone an opportunity to comment. The Council also needs to consider the majority of rate payers and City workers who need to drive into the city (ie people who need their cars during the day or have child care pickups / drop offs to arrange) and build facilities that suit the majority rather than the minority.

Hutt Road Cycle path – Submission

726

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Laura Daly	Owhiro Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

727

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
KT	Hataitai	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I think the council should spend the money now and take the bikes behind where the current cycle lane is (towards the water). It would need to be highly maintained, unlike the current one beside SH2. Giving a wider cycle lane (the current council proposal) will not stop cars from pulling out of driveways along the road and underestimating the 40kph speeds that some people can ride at. More though needs to be put into this.

Hutt Road Cycle path – Submission

728

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
James Sullivan	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

The changes seem a sensible way to encourage people to use forms of transport that are not single person occupancy cars.
My only worry is that it will not greatly affect travel via Ngaio Gorge Road. A large percentage of peak traffic into the CBD comes via this path. However to improve this likely needs changes outside the scope of this change.

Hutt Road Cycle path – Submission

729

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Murray Coppersmith	Churton Park	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

This proposal has had a very low profile until the last few days. It is a very significant change that will have a substantial adverse impact on people travelling by car in what is already a congested area. There is inadequate information on what alternatives are proposed to preserve parking for the businesses along the affected route and what the impact will be on travelling times for those using cars. This proposal does not answer the difficult questions around impact on the vast majority of users. The Council has learned nothing from the Island Bay shambles.

Hutt Road Cycle path – Submission

730

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dermot Coffey	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
To help make clear that people on the cycleway and footpath have right of way over turning vehicles into driveways, I would suggest clear colouring of both at these points and an education campaign for motorists prior to completion

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Clear colour differentiation between the cycleway and pedestrian part of the path

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)
as above at driveway entrances

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)
An assessment +/- removal of more at 2-3 months if it is clear sightlines are still affected

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I am temporarily living outside Wellington, it is absolutely clear that Wellington is in significant danger of falling behind other cities in NZ and Australia (with which it directly competes).

Hutt Road Cycle path – Submission

731

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kerry Palmer	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Awesome job. Long, long overdue.

Hutt Road Cycle path – Submission

732

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Patrick	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

but you need to look at ways to slow cyclists down. many seem to view the journey to work a stage of the Tour de France.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Its not clear to me the objective of the changes and doesn't seem to be thought through. Who will use parking after 9am? How will you parallel park in a 60kph road?, how will passengers board/ alight buses over the cycle lane? Where will the current parked cars go? where are the figures/ statistics post the change. i.e if you remove parking more people will travel buy bus to work locations on Hutt Rd?

Hutt Road Cycle path – Submission

733

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Daniel Harborne	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

734

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Paul G	Roseneath	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
Looking narrow and congested at some points. Too much car conflict from service station into town.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes
Sweeping. More dedicated space. Great Harbour Way

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)
Needs less on pavement conflict ie not crossing cycle lane

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

A safer route is long overdue

Hutt Road Cycle path – Submission

735

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
G S Gill	Newlands	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Removal of poles along cycleway is great and I support this initiative. Would be great if the surface was evened out and this would be a great improvement.
The stock effluent entry point at the base of Ngauranga - what happens to this?
Support moving the bus-stops and shelters.
What is happening to the shopping area at the bottom of Ngauranga (Hunter's/Smith City)? And on a similar vein - what is happening to the footpath/cycleway coming down the gorge?
Where are people who work in the area going to park - noting that Kaiwharawhara railway station is no longer in operation. Couldn't some of the \$9M have been used to replace the footbridge. This would reduce the number of cars parking there.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Physical separation of pedestrians from cyclists - this could be done by having a kerb that acts as a separator.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

See above

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?



Hutt Road Cycle path – Submission

736

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
n	Happy Valley	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

737

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
M French	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

The decision to introduce a T2 lane is flawed - has nobody investigated the unmitigated failure such a system was when introduced at Mana.
It also introduces a significant accident hazard at the southern end of the lane, with single occupant vehicles having very little distance to move into the left lane if they wish to go over the the ramp to proceed along the waterfront.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

The proposed pedestrian/cycle lane widths are more than for a vehicle - they do not need (south of Kaiwharawhara) a 6m zone plus a 1 metre buffer.
It appears that this is tailored for a few at the expense of motorists, including the proposed T2 lane. A m

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

How do you intend to ensure that cyclists use the lanes provided, because at present many do not and put themselves at harm. If this cannot be achieved then this will be a worthless exercise, spending a lot of money to achieve very little in cycle safety.
Two areas in particular concern me with the current regime, namely riding at the edge of the left hand north bound lane from Aotea overbridge to Kaiwharawhara and not using the cycleway under the Aotea overbridge - instead cutting across the two lanes going across the overbridge. All the motor vehicle v cyclist accidents that I have observed in this area over many years have been caused by cyclists putting themselves in harms way by not using the lanes provided.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

The answer is actually no, but you cannot comment when you select this option.
There is no information on the likely impact upon businesses from the removal of parking, particularly as some are highly dependent upon clients being able to park close to where they will pick up heavy or bulky items.
The 1 metre buffer zone should be removed from consideration a s the proposed pedestrian/cycle lane is

sufficiently wide to negate the need for it.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

See comments for Q2.

DO YOU HAVE ANY GENERAL COMMENTS?

Moving power poles and upgrading the surface of the pedestrian/cycle way is long overdue and may achieve what you are looking to without the expense, which is out of proportion to any benefits that will accrue to the few that use it.

I support the removal of utility poles, but for the rest simply put a quality seal along the current path and see if there is any significant increase in pedestrian/cycle traffic. If there is, consider further upgrades, if not do no more.

What is frequently overlooked in this debate (which appears to be led by a few rabid cyclists who claim that cars are always the cause of their crashes) is that most of them also have cars which they use for most activities - who has seen a cyclist carrying a weeks groceries home on their bike?

Hutt Road Cycle path – Submission

738

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Neville Booth	Karori	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

739

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Shelly	Kaiwharawhara	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

How can it be good planning that a car reversing into the parks after 9am can stop all traffic heading into the city. This plan appears to only cater for the commuter cyclists who travel at a fast speed expecting that pedestrians, parkers, drivers will be on the lookout for them but the commuter cyclists won't/don't/choose not to slow down and adapt to the fact this is a busy road needing to be multi-modal for all users. I'm a leisure cyclist a pedestrian and a car driver . I support the moving of the lighting, but lets get it right first up, even if it costs more! If a cheap patch job is done, its unlikely to ever get funding for the best outcome for all. “The bitterness of poor quality remains long after the sweetness of low price is forgotten”
Benjamin Franklin

Hutt Road Cycle path – Submission

740

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rod Badcock	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Please add signs like 'pedestrians keep left' and add painted cyclists in cycle lane and pedestrians in pedestrian lane

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This should have been changed to this YEARS ago

Hutt Road Cycle path – Submission

741

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anonymous	Tawa	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

This is a daft idea that will make already congested traffic worse during peak times. Stop spending money on the majority and concentrate on the big issues for the majority. This is also going to be bad for business as the removal of such a large quantity of carparks is totally unnecessary. This whole idea needs a total rethink and more time spent on full public consultation as most people don't seem to know about this plan.

Hutt Road Cycle path – Submission

742

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Vaughan Renner	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
I do not support the T2 lane proposal - see below

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The T2 proposal is completely devoid of merit.
In the peak morning and evening periods the T2 lanes will limit the majority of cars (most vehicles during the peaks have a single occupant) to use one lane, where currently there are two. Effectively the T2 lanes will slightly improve travel times (during the peak) for a few and lengthen the peak travel times for the majority.
There are two other significant consequences:
1) The lights at the intersection of Hutt Road and Onslow Road do not stop traffic on the Hutt Road. This requires drivers from Onslow Road to merge with Hutt Road traffic when the lights are green for them. By increasing congestion in the lane they are required to merge into, the T2 lanes will dramatically increase

the wait time on Onslow Road. During periods of significant congestion I have seen traffic backed up Onslow Road for more than 1 kilometer. The introduction of the South bound T2 lane will likely make this a regular occurrence and could ultimately lead to more vehicles from Khandallah driving through Ngaio and to the Hutt Road via the Ngaio Gorge.

2) If a North bound T2 lane was introduced, it would directly increase the potential for more vehicle accidents given the volume of traffic which would have to cross the T2 lane at very busy periods to turn left into either the Ngaio Gorge or up Onslow Road.

The T2 lane proposal has not been appropriately considered, or if so, not by people that regularly use this busy section of road.

T2 lanes should be scrapped from the proposal.

Hutt Road Cycle path – Submission

743

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Shane collett	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

744

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Fiona Attard	Hataitai	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

It's unacceptable to continuously support cyclists at the cost of businesses. There is so much focus on cyclists and whilst you see this as progressive you are damaging businesses that pay people's wages and support the local council.

The balance has been tipped in favour of cyclists way too much and it's upsetting the residents and business people of Wellington.

Hutt Road Cycle path – Submission

745

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Brandy Yining Zhao	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

746

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Robert Davies	Wilton	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
See comments at end

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Runners may need to be considered separately from walkers. See comments at end.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Be prepared to review after cycleway is built.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)
But it might not be the best option - see comments at end

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

(1) Don't remove trees unless absolutely necessary. Cyclists and runners need the shelter from wind, plant more trees where possible and consider the aesthetics. There are fewer walkers where the trees are so the cycleway can be narrower.
(2) Consider putting the cycleway beside the railway line from Westminster Street (or just north of Jeff Gray's Mini) if it can't get past Jeff Gray) to the Caltex fuel stop. Most businesses use the backs of their buildings for parking or storage so may be willing to trade this for extra parking in front. Kiwirail may be willing to allow the use of their service road to provide extra space - put a demountable fence between the service road and the railway to give them access when required. This would be much safer & pleasanter for cyclists than the current proposal. If Kiwirail really came to the party you could get from the Aotea

Overbridge to the Caltex fuel stop and beyond along the service road.
(3) Think about where the runners go - walking lane or cycling lane?

Hutt Road Cycle path – Submission

747

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Wujun Zhao	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

748

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Beifen Li	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

749

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Christine Soper	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

There has been no consideration given as to how this is going to effect the traffic coming down Onslow Road into the "slow lane" or from Ngaio Gorge. Both routes that the buses travel on

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

That the cycle lane should have a speed restriction

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

That there is going to be major hold ups to the flow of traffic down Onslow Rd and Ngaio gorge

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

There has been no consideration as to how these changes are going to effect the flow of traffic from Onslow Road or Ngaio Gorge. Also if parking is going to be allowed all along Hutt Road at off peak...how will this effect flow during a stadium event

Hutt Road Cycle path – Submission

750

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kirsten	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

It's not going to make anything safer and it's going to mess up and hurt businesses and housing access. It's a main road that links Centre Port, Khandallah, the Hutt, and other surrounding suburbs together, the Ngaio Gorge has no access to the motorway. The road already caters to buses, trucks and other commercial vehicles, accompanied by personal vehicles. How is a big heavy vehicle meant to come out from Placemakers if it's cutting across a 2m footpath and a 4m cycle lane? Every bloody cyclist already cycles on roads that run parallel to cycle lanes. Wellingtons already turning into a colouring mess with green paint, white lines, and limited parking. Stop ruining access into the city.

Hutt Road Cycle path – Submission

751

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rhys Musson	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

As a frequent cyclist from Ngaio to the CBD these changes would greatly improve the safety of my commute. As a motorist I'm not convinced on the benefit of the T2 lane - especially for such a short distance - I think they create general confusion ("is it T2 now or not?") and may encourage traffic from the motorway onto Hutt Road.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

As above - I'm not convinced these really work - creating confusion and / or increasing traffic flow on this road.

Hutt Road Cycle path – Submission

752

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Northland	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

There is already considerable animosity from car drivers against cyclists. I fully support the T2 lanes, but I worry that the T2 transit lane will create considerable additional bottlenecks in traffic, and drivers will associate the increased traffic with improvements for buses and cyclists, and hence, increase animosity and road rage against cyclists. As has happened in other cities in the world where T2 type of lanes have appeared where there were none before, drivers will be very slow to make changes in how they commute. Thus, the usual immediate impact of T2 lanes, alongside the slow response to them by drivers, will ultimately cost these projects immediate success and will be deemed failures right from the start by drivers - a much more vocal component of citizens than cyclists. To avoid these public image issues, and reduce animosity towards cyclists, there needs to be considerable and very highly visible pre-project, post project and pre-implementation education of the citizens, especially drivers, on the changes. Almost like sheep, if you keep project media campaigns in the news and giving drivers precise, affordable, constructive alternatives to driving alone, the eventual success of these projects will be greatly enhanced, and the public will, over-time, be shifted en mass toward the goals we all want - safe, fast, reliable, and sustainable

transportation. I would greatly suggest that education programs start where commuters have your attention: at their place of work. As has been shown in other cities around the world, education plans that involve interaction with drivers at their place of work, with the consent of their employers, have a much greater effect of being successful and making drivers change their habits. Like many things, hard habits can change when there is peer acceptance and peer education.

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

753

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chris Duthie-Jung	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I am an electric bike commuter (after 10 years of cycle commuting). I fully back the improvements. Currently, the footpath cycle track is so rough & unsafe I find it quite off-putting. It is also beginning to damage my recent e-bike investment with all of the undulations & ramp crossings. Love the effort - keep it up!

Hutt Road Cycle path – Submission

754

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michael Russell	Kaiwharawhara	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

755

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Murray Lum	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Still need a safe way to get to/from Onslow road

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

Safety issue for cars crossing the cycle lane for driveways. There is a lot to concentrate on with merging with traffic on the road as well as bikes going both ways.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I'm concerned about the T2 lanes and traffic needing to merge through these lanes to get to the side roads (e.g. Onslow) and driveways (and when travelling south, the cyclists and pedestrians too). This consultation should have been promoted as a roading change, not just a cycle lane change. Disappointed to see the proposed loss of parking.

Hutt Road Cycle path – Submission

756

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Brian Hogge	Churton Park	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Changes are excellent. Especially like the improved safety features of improving Ngauranga gorge intersection crossing, adding speed humps to driveways, removing obstacles, separating cycling/walking and reducing car parks. I also support bus lane, as current service is too slow in peak traffic.

Hutt Road Cycle path – Submission

757

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Gene Clendon	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

As a society we need to get people more active and out of cars. Anything that can encourage more walking and cycling, as this proposal does, is a step in the right direction.

Hutt Road Cycle path – Submission

758

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
John Lawson, Khandallah	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

These proposals are simply fiddling with the problem, tweaking areas that produce problems elsewhere(eg reduced parking options, constraints on Hutt Rd businesses, traffic backed up Onslow Road and Ngaio Gorge). Bite the financial bullet and build the cycle path on the sea side of Hutt Road. More expensive - but a permanent solution which leaves all parties happy! There should be more - and wider-based - consultation on these proposals.

Hutt Road Cycle path – Submission

759

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
K Long	Newlands	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Allowing trade vehicles to use the T2 lanes - in the mornings especially trades people need easy access to some of the commercial areas so as to be able to provide materials to their employees at the start of the working day. DO NOT install speed humps, they are a dangerous obstacle for vehicles that are trying to cross into driveways. If there are to be speed humps, install them to slow cyclists down. Its a two way responsibility to use roads and paths safely. Make the use of the cycle lanes compulsory for the safety of all. Implement signage stipulating that pedestrians have right of way at all times.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Make pedestrians have right of way over all other users on the cycle ways / pedestrian areas. Implement signage to reinforce this.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Add signage to make it clear that pedestrians have right of way at all times and that any accident to pedestrians is the fault of the cyclist or other vehicle user.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

Subject to my previous comments

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

See previous comments

DO YOU HAVE ANY GENERAL COMMENTS?

Seems incredibly expensive and poor solution overall.

Hutt Road Cycle path – Submission

760

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jo Clendon	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

761

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
S Bates	Crofton Downs	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

I believe that a shared cycleway is suitable for off-peak usage. A 3m - 4m dedicated cycleway will sit largely unused at off-peak times and would be a wasted land resource.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I believe that parking should not come at the expense of a whole traffic lane, as this is a high traffic road. A more reasonable solution would be to keep the traffic lanes as they are and move parking to the road side of the pavement. The parking should be off-peak only and it should be a clearway at peak times. During these peak times it can be a cyclist-only expressway. The footpath can remain a shared cycleway allowing slower moving cyclists and cyclists travelling in the opposite direction to prevailing peak cycle traffic. By allowing parking at off-peak only times and having a cycle clearway at peak times, only Parking enforcement will be needed.

Transit lane enforcement is harder and far more expensive to police. T2 lanes should not be introduced as

they have not proven effective in other areas (such as the Mana Esplanade).

Hutt Road Cycle path – Submission

762

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

763

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
S.Smith	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Adding more lanes

DO YOU HAVE ANY GENERAL COMMENTS?

The roading needs to be fixed, the Wellington infrastructure is shocking. There is not enough importance placed on increasing lanes and providing better travel between the Hutt Valley and Wellington. Cycle ways should not be a priority when there are bigger roading issues that if fixed and dealt with would provide a bigger impact. I am appalled that Wellington City Councillors thinking cycle ways are the only foot forward.

Hutt Road Cycle path – Submission

764

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Pamela McKirdy	Hataitai	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

Currently buses sometimes do not stop for city-bound passengers (bus driver distracted?). It's a real pain to have to be hyper-alert to wave at the driver to get him to stop. If the bus-stop is recessed back from the road I suspect that even more buses w

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

You are expecting cyclists to travel faster. There is no way on earth that such commuting cyclists will pay attention to a white line dividing them from pedestrians - just look at the waterfront, or the numbers of cyclists already taking over footpaths. Commuting speeding cyclists need to be completely separated from pedestrians.

Hutt Road Cycle path – Submission

765

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Janet Davies	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

DO YOU HAVE ANY GENERAL COMMENTS?

The Council is to be congratulated on its intention to create cycle ways to “help make it safer to cycle around the city”. The present proposal for the Northern Project 1: Hutt Road cycleway, however, does not provide increased safety for cyclists.

Increased risks include:

1. Inappropriate design of the two-way cycle paths. These paths need:
a separation marked on the ground between opposing cycle flows;
a physical separation between the two-way path and the adjacent motor vehicle lane;
a physical separation between the two-way cycle path and the pedestrian path.

These are not provided in the present plan. As the plan stands cyclists are not protected from each other

(especially overtaking cyclists travelling in opposing directions), from fast-moving and heavy vehicles in the adjacent motor vehicle lane, and frequently T2 lane, and pedestrians are not protected from cyclists.

2. Preservation of on-street parking along the Hutt Road, where there is no physical separation between the cycle path and the adjacent vehicle lane, courts disaster for cyclists. Cyclists will risk being hit by the opening doors of parked cars in the T2 lane. The lighting poles could be positioned within such a separation.

3. The value of the creation of a T2 lane is not supported by the experience in Mana. The T2 lane did not work in Mana. The lane was avoided by motorists and this led to increased congestion in the remaining lane. The proposed T2 lane in the Hutt Road will cause increased congestion in the Hutt Road and also in Ngaio Gorge in the mornings.

4. Traffic backing up Ngaio Gorge in the mornings will create additional risk for cyclists, where there is currently no safe provision for cyclists for the majority of the road.

5. As part of an integrated city plan for cycling, the design of cycle ways along the Hutt Road needs to be coordinated with safe cycle ways in Ngaio Gorge as well as in other feeder routes. The design of the Aotea to city route also needs to be completed before decisions are made about the Hutt Road.

My family has personal experience of the accidents indicated above. Family members have been knocked off their bikes through "dooring" by parked cars and as a pedestrian knocked down by a cyclist on a pedestrian path.

I note that the proposal was developed with representatives from the Council and NZ Transport Agency (NZTA). The particular problems that exist with the current Hutt Road proposal, including that it is not part of an integrated system of cycle ways, indicate the inadequacy of this development approach. The Council needs to engage urban designers to prepare a proposal for an integrated system of safe cycle ways. As part of that preparation residents would be engaged in meaningful consultation.

Hutt Road Cycle path – Submission

766

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Julie Bates	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Whole proposal is absolutely ludicrous. The time frame for consideration is appalling. The bike lane should be removed to the seaward side of the rail and Motorway.

Hutt Road Cycle path – Submission

767

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tracy Hall	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

There is no point having a transit lane to reduce bus journeys by 14 seconds! Removing carparks is affecting the businesses in the area detrimentally. Agree with transportingwellington: "Travelling northbound, any non transit lane users going from Aotea Quay to Ngaio or School Road will have to make two additional lane changes in a very short stretch of road. With transit lane users and buses from Thorndon Quay changing to the left lane at that point, there will be a significant amount of weaving, which could result in more congestion for everyone." Two way cycles in a single lane crossing driveways is an accident waiting to happen. One idea is to reduce footpath to accomodate pedestrians and parked cars, move poles as necessary, gain a whole new southbound lane - rather than removing a lane and accommodate cyclists on other side of road away from the driveways. If council was prepared to consult properly there may be more

and better ideas.

Hutt Road Cycle path – Submission

768

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sarah	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Losing the slip way from Onslow road will cause traffic to back up at peak hours.

Hutt Road Cycle path – Submission

769

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Don Mackay	Newtown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

770

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rene van Lie	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

771

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Adam BENN	Newtown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

T2 lanes didn't work in Paremata and will cause HUGE traffic congestion, especially for people coming onto the Hutt Road from the Ngaio Gorge and Onslow Road. Also even if only one of the [9??] proposed carparks in the T2 lane are used[which they will be as all those employees of Hutt Rd businesses will be trying to park there], unbelievable congestion will result for buses, trucks and cars. The only GOOD idea that I can see is the moving of the lightpoles to the other side of the road, as these are a huge hazard to people on foot and bikes. The rest of it is a crazy waste of money which is not addressing the TRUE needs of the users....!!

Hutt Road Cycle path – Submission

772

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Amy	Mount Cook	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Please consider spending a little more money to make the facility look more permanent and attractive. The visualisations suggest a compromise rather than a proposal to improve cycling and pedestrian facilities. Simple white lines suggest lack of investment which does not speak of Wellington's commitment to cycling and walking facilities as well as it could.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

See comments above - I would like to see a more high quality finish to the design.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

The impact of T2 lane on the surrounding traffic network - need to consider that this measure may cause traffic to relocate onto the State Highway network. I am hoping that the NZ Transport Agency have been consulted on this.

DO YOU HAVE ANY GENERAL COMMENTS?

Although I understand the budget is constrained, I would like to see a better standard of finish to the cycleway. The visualisations presented with simple white line separation only suggest a rather rough and ready afterthought feel rather than a finished and planned facility. The addition of some coloured paving,

perhaps some brickwork or planting would give the cycleway a "destination" feel rather than a budget facility which would be more in keeping with Wellington's boutique image and would support the "cycling city" concept.

Hutt Road Cycle path – Submission

773

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Aro Valley	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Cycleways need to be continuous not a stop start thing that end abruptly at some obstruction only to restart further down the road

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Please proceed with the cycleway but be open to design changes to make sure it is workable over a period of time and as users get used to th enew arrangement

Hutt Road Cycle path – Submission

774

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Pamela Stainton	Crofton Downs	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I use the Hutt Road quite frequently , mainly at off peak times. I commute between western suburbs as that is where I work and do not work in the CBD. This means I am using a car as public transport does not usually work for me. However I am in full support of improving bus and train transport and use it when I can.

I think the businesses should not lose their car parks and that there should be minor changes that would incorporate a pedestrian/ bike lane.

I do not support T2 lanes, they are a nightmare to negotiate. Especially when you are not a regular commuter as then you can never remember which lane to be in and do not have time to read the signs as you drive past. I could read them if I was permitted to stop. It also means the use of expensive technology

as we have at Paremata. I don't know how the locals get by when someone is visiting them by car.
I have no idea what a bus bypass is, as I am have been a train commuter in the past from Crofton Downs
when I worked in Newlands.

Hutt Road Cycle path – Submission

775

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Amanda	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Maybe have the cycling lanes at the same level as the road so that people don't walk on the cycling path. I find when it is on the same level people tend to walk on the cycling lanes.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes
Keeping these free of rubble, rubbish and broken glass otherwise cyclists won't use them. No point in have cycling lanes if you don't keep them clear and safe.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

It would be good if someone was policing all this to make sure people don't park in the cycling lanes, car drivers don't drive on the T2 lanes when they don't have passengers etc.

Hutt Road Cycle path – Submission

776

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sue	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

I think the people on foot need to have a sturdy and safe walking track, however, the width suggested in places doesn't need to be quite so wide

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

The width of between 3 and 4 metres is very wide, and although there are growing numbers of cyclists during the commute hours there would still be room for overtaking in less space. This added to the 2 metres for pedestrians is removing a lot of space from the road!
I think that such large lanes are a luxury, that will ultimately cause unacceptable traffic build up. I have not seen any evidence that commuters on bikes are subject to delays because the cycle traffic in front of them is at a standstill.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Moving the power poles and properly sealing the pedestrian and cycle lanes is long overdue. I don't see a need to introduce T2 transit lanes

Hutt Road Cycle path – Submission

777

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrew Baker	Woodridge	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Is there consideration for the cycle way to run parallel to the railway line to Davis Street? There's a Tranz Rail service lane running the majority of the route. Are Tranz Rail willing to consider sharing this route with bikes? Obviously a separation fence and sealing the service required, as well as some entry exit points added, though some are there naturally anyway.

The portion behind Thorndon Quay appears to be occupied by old trains if any. Is there scope to move these for this project?

Surely Tranz Rail will be open for negotiation about this?

Hutt Road Cycle path – Submission

778

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sean	Woodridge	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

779

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I cannot believe wcc continues to thrust upon us ill conceived changes just to get national funding, poorly thought out changes such as island bay cycleway are worse than status quo. Please listen wcc and stop continuing with these bizarre design which i have not seen dropped on ratepayers anywhere else. Some idealist has thought up or copied designs never intended for our compact city, either spend the money to achieve a design that does not impact on the majority of road users or leave as is

Hutt Road Cycle path – Submission

780

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Natalie Howell	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

I have used the current space as a cyclist and as a pedestrian. I support the changes to improve the existing cycleway. It's essential to establish separate lanes for pedestrians and cyclists. This will make a big difference to safety and usability. Removing obstacles (such as lampposts) from the cycle lane will help too. The council is doing the right thing in trying to encourage more people to cycle.

Hutt Road Cycle path – Submission

781

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jack Elder	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Quality of work - often cycle infrastructure is well designed but let down by on-the-day implementation by contractors. For example, dropped kerbs can be either very smooth (allowing cyclists to ride them at a reasonable pace) or quite abrupt (meaning cyclists have to slow down or have a jarring thud); cf the dropped kerb outside the Paint Shop on Thorndon Quay where cyclists transition off the cyclepath and back onto the road heading towards Railway Station - this kerb was originally quite abrupt, meaning that many cyclists preferred to use the much smoother one slightly further up the road (note that this kerb has since been ameliorated slightly by adding a buffer at the side that smooths out the ramp)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I use this cycleway 3-4 times a week to commute to/from work. It's the main arterial cycle route to the northern suburbs and the Hutt. This work is definitely required and will be a substantial improvement to the infrastructure, helping encourage less confident cyclists out onto the road. If we want to get people aside

from the lycra brigade (of which I'm a part!) riding to work, this is a great step.

Hutt Road Cycle path – Submission

782

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Brenda Wallace	Miramar	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Pedestrian safety, especially children. i have crossed hutt road with a chlid, as a pedestrian and not realised i was now on a cycle way. There is currently great gaps between signage. Make it very very clear that it's a cycle way at every point.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

783

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rowena Humphrey	Crofton Downs	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

I like the shifting of the bus stop outside Animates and the shifting of the bus stop from the bottom of Ngaio Gorge, however this is equally from the perspective of driving a car and riding a bike.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

For a start I think it unfortunate that you only provide for comments against a particular question if you answer 'yes, but...'

Secondly, I feel I must advise that I am one of those pesky electric bike riders who can travel in excess of 24km/h along this stretch... which means I am able to keep up with the bunch, which I feel is a safer way to ride.

Despite supporting nothing in this proposal beyond shifting the bus stops, I need to say that I FULLY SUPPORT spending money to create better cycling and pedestrian infrastructure, so long as it makes sense. However, I feel that the proposed changes may provide a higher perceived level of safety for cyclists and

pedestrians, but not any actual reduction in the level of risk. The current shared space is poor, but we know it is poor and so I for one am always looking for the dangers. I would be concerned that these proposed changes would make people think they are safer and so not be on such high alert.

This proposal does nothing to address the intersection with the street leading to Animates. Cyclists will still be required to negotiate this intersection on their own, with a nice smooth cycle way on each side of the intersection. It is just asking for accidents. I feel that this has never been addressed because there is no good answer. This makes me worried that any other awkward spot will be ignored in the same way by the Council.

Like many other people who have left comments, I would like to see a feasibility study carried out to look at creating a completely separate cycle/walk way on the railway side of the businesses along Hutt Road.

This would allow the parking to stay where it is, or possibly even shift it to the roadside like normal on-road parking, with a standard width footpath next to the businesses. This would also allow the 2 road lanes to remain as they are.

My concern with the T2 lane, much like other comments, is that you are providing nowhere for people who work in town to park for the day and bike/walk/take a bus into town, which I thought is what you are trying to encourage. There will always be people for whom it is too awkward to take public transport for their entire journey, but I do not like the idea of this current solution being removed.

I believe that the current level of congestion up Ngaio Gorge (and I'm assuming Onlsow Road) will worsen with the majority of traffic being forced into one lane. If the Council has undertaken studies which provide evidence to refute this, then it would be great if it was available.

In summary, I support better cycling and pedestrian infrastructure, but I cannot support this current proposal.

Hutt Road Cycle path – Submission

784

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Euan Wright	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Another example of of traffic engineers not considering the entire community. There is already a cycle lane which is not always used by cyclists. They either ride at breakneck speed on the cycleway or in the vehicle lanes without much consideration for their own safety or pedestrians or drivers. Cyclists do not contribute to road user charges. The number of cyclists versus the number of cars do not make this an efficient spend of \$9million. Moving the lampposts may be a beneficial move, but most of the other concerns could be solved with signage.

Hutt Road Cycle path – Submission

785

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michael Newman	Seatoun	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

The pedestrian and cycling spaces are too wide to justify - unless you feel that it is somehow important for cyclists to ride four abreast. Three to four metres in width is all the space you need for both pedestrian and cycling spaces combined

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

The width of these lanes is based on the premise that pedestrians / cyclists will want to walk or ride side by side with their companions. That may be justifiable for pedestrians, but not cyclists. The space for pedestrians and cyclists, combined, is just

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Who said they need to be separated? This location does not have high pedestrian traffic, and to cross from the footpath to the parked car, the pedestrian will have to cross the cycleway regardless. Just combine them together and have one pedestrian/cyclin

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

Peak hour public transport lanes only

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

A cycling lane is good - but it is far too wide and results in the loss of too much parking and creates a worrying precedence for future cycling lanes throughout Wellington city

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Cycle lanes, pedestrian paths and public transport is all good and important - but Council's first responsibility and obligation is to owners and drivers of cars - who make up the majority of road users and

ratepayers at the present time. Making the roads narrower, making it harder to overtake slow drivers, and removing carparks will create unacceptable inconvenience, hazardous driving behaviour and aggression and resentment towards cyclists and public transport. This is a good start, but an unbalanced plan which puts just a little too much emphasis on the overstated importance of cycling.

Hutt Road Cycle path – Submission

786

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anonymous	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

This whole project is ill-considered, poorly researched, and inadequately prepared. It smacks of patronage for those who ride bikes (a low percentage of rate-paying citizens). Apart from the expensive video presentations and a couple of "meetings", there does not appear to have been any consultation with affected parties.

The scheme will greatly increase the danger to all users of the Hutt Rd.

While the documentation makes claims about the benefits to users, there is no obvious research or statistics to substantiate those claims.

The cycle-way echos the Island Bay travesty, the T2 lane proposal is a repeat of the unviable and discredited Mana Esplanade. No lessons are learned, nothing is gained, \$9 million is wasted and history,

sadly, repeats!

And how long will Wellington motorists have to negotiate yet another veritable forrest of orange cones during the gestation of this newest Council Calamity?

Hutt Road Cycle path – Submission

787

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Be careful here that we are not changing just for the sake of change, and to satisfy the minority. The cycle way there at present is pretty good in comparison to elsewhere in the city.
Yes there are some tweaks that can be made e.g. Better seal, better markings but I would prefer money be spent on maintenance during the year such as regular sweeping as glass and the like that cause punctures can be a major contributor to accidents and dissatisfaction.

Hutt Road Cycle path – Submission

788

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
B	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Cyclists should be banned from riding on the road. They need to use the cycle lanes, when on their road they make one lane unusable and make driving more dangerous.
We don't drive on the cycle lane so they should not be able to cycle in the car lanes.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Cyclists are arrogant and inconsiderate and do not move out of the way of pederterians

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

So long as the cyclists stay on their side of the line...

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

Cycle lanes are provided so cyclists should not be allowed on the road

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Cyclists are arrogant and inconsiderate. They should not be allowed to ride in the vehicle lanes as the vehicles lanes are not very wide so a cyclists make a two lane road into one lane. Cyclists need to be made to cycle in the cycle lane and not endanger themselves and motorists by going onto the road

Hutt Road Cycle path – Submission

789

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Gary gibson	Hataitai	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

A clear division between pedestrian and cyclists where possible. Please don't make cyclists a 2nd class transport option by making them give way to everything

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Go for it. We're overdue for some real options for cyclists to travel safely

Hutt Road Cycle path – Submission

790

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Iain Logan	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The introducing of t2 lanes yet again restricts road access into and through Wellington. Every time the Wellington City Council changes cycleways and walkways, it is always at the expense of drivers. Apart from the priveleged few who can live within the central city, everyone who lives in the suburbs is now heavily restricted from coming to the city, due to increasing congestion with narrowed roading, reduced lanes and bus only/pedestrian only areas constantly increasing.

Hutt Road Cycle path – Submission

791

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sylvia Moe	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Council needs to fix up the mess in Island Bay before ramming through yet another inadequate Cycleway.

Hutt Road Cycle path – Submission

792

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Gaylia Powell	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

There may be a lot of opposition to the T2 proposal. Is it really necessary to incorporate this right now, or could it be considered later (ie after the cycle way improvements are in operation)?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

I wouldn't like the separate footpath to undermine the proposal as a whole, and could live with a shared cycle way/footpath if there's not enough room for everything - or narrow the footpath on the west side of the road to release a little bit of room.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Could some parking space be found in behind the businesses, perhaps on railway land, so that the people who park in front now for long periods could park and walk, say, 5 minutes or less to their businesses. I think there needs to be provision for short-term parking close to businesses (eg up to 30 minutes).

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

I wouldn't like vehicle owners' opposition to this to stall the whole project. I think it could be considered for introduction later. In principle, though, it's a great idea.

DO YOU HAVE ANY GENERAL COMMENTS?

I'm thrilled that this project is underway. I'd love to bike to work, and do bike sometimes along this route, and also from Kaiwharawhara to Petone. It's all a bit scary but I'd be quite confident with the proposed cycleway. I also use the businesses some time, and park my car along the route, but I'd happily walk further

to keep cyclists cycling and safe.

Hutt Road Cycle path – Submission

793

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Iain mcdonald	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I've ridden along the hutt road for past 16 years and have seen lots of bicycle accidents on what has been loosely termed a cycle lane.
One area you don't seem to have address is the intersection at animates. Seen lots of accidents there with vehicles turning inour pulling out. Another issue is the narrowness of the pavement at the ngiao lights. People and bikes can and do step back into the cycle lane and a safer area for pedestrians and cyclists to wait should be provided along with a wider area for cyclists going straight through.

Hutt Road Cycle path – Submission

794

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Frank Smith	Brooklyn	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Huge waste of money, it will only slow down traffic and inconvenience local businesses and their workers who need to park. T2 is a proven failure also.

Hutt Road Cycle path – Submission

795

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dennis Gibb	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Locate the walking path on the hutt road adjacent to the kerb to negate the need for the wma slip lane for car doors. If there is a cycle lane provided then prohibit cyclists from using the road along that stretch.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

As per previous comment

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

No

Hutt Road Cycle path – Submission

796

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anon	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Fix public transport first. Then fix the IBCW. Then revisit this.

Hutt Road Cycle path – Submission

797

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Lyall Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Nothing wrong with whats already there

Hutt Road Cycle path – Submission

798

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Margot McLean	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Please please please get on with it and make Wellington a cycle and walking friendly city. I am distressed to see so much fading and indecision. Do we want to be cool and sustainable or archaic? Auckland is now doing better than Wellington with active transport. Please just do it.

Hutt Road Cycle path – Submission

799

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Hamish Mcdonald	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Loss of car parking for people who work along hutt road

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Fitting more car parks in

DO YOU HAVE ANY GENERAL COMMENTS?

More people travel by car, so this should be the priority

Hutt Road Cycle path – Submission

800

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tjarda Wierdsma	Newlands	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I'm not convinced that the carparks along the road in the T2 time-bound lanes will work safely. The experience in Island Bay makes me really skeptical about this. I'm not sure the childcare centre visitors' parking needs will work either.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

I would like to see part of the Spotlight and Stewart's carpark used as an additional south-bound bus stop area during busy commuter times.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

the cycle path really needs to be kept free of debris. The current NZTA contractors responsible for monitoring and maintaining the cycle 'path' down the Ngauranga Gorge do such a terrible job that it's simply not safe. I would like to cycle to work from Newlands, but the Gorge is too unsafe.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

I support even less carparking on the road

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Please learn from Island Bay.

Hutt Road Cycle path – Submission

801

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Craig Langdon	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I think we need to encourage everyone to cycle, walk and take buses rather than build more roads for cars. This is a good investment for the future.

Hutt Road Cycle path – Submission

802

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrew	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

The highest risk to the current cycle path is the cars crossing into the properties and businesses along Hutt Road. I am not sure that rumble strips are going to help that much. Extra painting on the road and significant roadside signs at each crossing point may be needed to reduce this problem. This problem is worse for Northbound cyclists with drivers crossing from businesses looking to travel south since they often are only concentrating on the road and cars coming from the north, not the cyclepath they have just driven into.

There is also a driver awareness issues with drivers often crossing in front of cyclist where the driver believes they have the right of way and that cyclist should be stopping for them anyway. I often am travelling at 35kph and having to emergency brake for a driver that shouts that I should be giving way. This is always going to cause conflict.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Whilst the line will help give guidance, groups of school kids or joggers overtaking walkers are probably not going to care. However, the extra width and lack of obstacles like lampposts should give enough room for everyone to share. My bigger concern is

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

I am not sure that removing a lot of the trees will help or make the cyclepath more appealing. Apart from a couple of trees just north and south of the rail bridge, there is little problem from the trees and removing the ones highlighted in the proposal at the very north end of the road does not make sense.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Removing the car parking from the footpath will make some sections much safer, especially around the Kindy. However, cyclist travelling northbound may find the drivers now have less viability of them when turning into businesses.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I ride this route most days, commuting from Epuni in Lower Hutt to the Wellington CBD. I ride in nearly all conditions and times of year. I normally travel that section at about 30-35kph and may be going slightly quicker if the surface was smoother. I have to strongly brake to avoid an accident at least once a week, and sometime several times in one journey. The most dangerous sections are the Caltex, Placemakers, the Kindy, people stepping off buses at Westminster Road and the workshops at the very southern end. Because of this I ride on the road southbound just after School Road and do not use the current cyclepath at all Northbound after too many near misses. The only reason I use it down to School Road is because even with all the risks and near misses it is still safer than risks of being clipped by high speed buses further north.

It is not clear from the images and description if the BMW dealership will still be parking cars on footpath. This creates a very high risk area as it is very narrow. This parking should not be permitted if all the other parking is also being removed.

The ramps onto and off Westminster street should be improved. It is safer for cyclists to be concentrating on a busy road rather than dealing with bumping up and down the kerbs.

Making the bridge wider over the stream at School Road is needed as this section is very busy and has lots of walkers as well as cyclist.

Whatever the solution, please can it have a nice smooth and low rolling resistance surface. A strong Wellington Southerly makes a ride in hard enough without riding on a road surface that has been dug up and badly resurfaced in hundreds of places.

Hutt Road Cycle path – Submission

803

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

804

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

805

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Julian Morton	Wadestown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

The main issues with walker/rider conflict will occur where there is concealment/obstructions that do not allow for early sighting of another person. Please consider separation of walkers and riders around corners/obstructions. Also, the use of transparen

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Cycleways separated by traffic from parked cars is best practice as long as there is a door opening zone (preferably physical curb around this zone). Having lived in Melbourne, where there is the additional complication of trams, I was very surprised at some of the commentary in newspapers regarding island bay.

Hutt Road Cycle path – Submission

806

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Leoni Hawkins	Northland	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes
sight lines for both cyclists and drivers when entering and exiting the many driveways along the road, as this is still potentially hazardous

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)
I think that not as many car parks need to be provided along the road.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Its great to see some progress on the most well used road for cyclists. I also appreciate the idea of having cycles and moving (especially at 60 km/h zone)cars well separated from each other.

Hutt Road Cycle path – Submission

807

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Charles Dawson	Crofton Downs	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

some colour coded green bike strips to enforce the separation at key junctions or transition points

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Please reassure business that cycle traffic can be good for business too! I bike and drive and find it easier to pop into shops on my bike

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Great you are tackling this dangerous stretch of road; I think improving routes for bikes improves things for me as a driver too. As a driver I am fully supportive of the current cycle lane and other initiatives, including Island Bay and elsewhere.

Hutt Road Cycle path – Submission

808

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Aaron	Aro Valley	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I think this is a great idea. It will make committing more safer for cyclists and is much needed. Car parking should be reduced to improve space for cyclists and public transport.

Hutt Road Cycle path – Submission

809

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

810

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
N/A	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The suggested changes are a disgrace considering the number of cars that use that road every day. To put so many motorists second to a few cyclists is unbelievable. The lost of parks will be a significant issue for businesses and those who park outside the city.

The use of deceptive photos in the media is typical dirty/disgraceful behaviour by WCC officials. I can also see that WCC does not want people to make submissions- because you have hidden the survey page about 20 layers down from the front page- come on WCC stop this behaviour- conduct proper consultation.

Hutt Road Cycle path – Submission

811

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

A physical barrier (like a gutter) would probably make pedestrians feel safer and allow for a narrower pedestrian path (likely to have far less pedestrian users than cyclists). Just need to ensure mobility-impaired users aren't disadvantaged

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Many cycle tourists who travel through Palmerston North avoid riding to Wellington due to the perceived inconvenience and risk

Hutt Road Cycle path – Submission

812

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
James	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Adding wire barriers like those along the kapiti coastline to separate dangerous portions of the cycle lane

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

The road is already very wide and does not need a 4m wide cycle lane, no bike in history has been 4m wide, it is quite a ridiculous width. It's obvious that the council is only installing these cycle ways on large, wide, safe roads (ie Island Bay) because it's easier and allows you to make everything nice and colourful. It's wholly unnecessary though and a total waste of money, spend it on schools in the area instead

Hutt Road Cycle path – Submission

813

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jessica	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

People need to realise that this isn't about Car Vs. Cyclists, can't we all coexist. Every person has the equal right to the use this piece of road no matter their choice of transport.
The people who travel on buses should have a higher priority than people who travel in private vehicles.
Just think if those people who are currently cycling and taking PT changed to private vehicles, imagine how congested the road would be. This project and others like it helps everyone!

Hutt Road Cycle path – Submission

814

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Richard	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Great Project, lets get moving

Hutt Road Cycle path – Submission

815

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Esther Wendy Harrison	Mount Cook	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

816

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jm humphreys	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Please do it the present sitution is embarrisinf for our city

Hutt Road Cycle path – Submission

817

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David Laing	Hataitai	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I would like to see a clear demarcation of the cycle path from the walking path, and right of way for the cycle path at entrances.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

A change in surface or different grade/height to separate the paths.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

A clear demarcation of the cycle path from the walking path, and right of way for the cycle path at entrances.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

818

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anon	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Happy with improvements for cycling but do not see why it should be achieved at the expense of traffic flows in the morning peak. Observe the evening peak in the opposite direction. A sizeable backlog is caused by traffic needing to change lanes after the Aotea ramp. This doesn't happen Southbound in the mornings. Key reason? This route has TWO exits, and traffic gets into the correct lane right for their journey right from the beginning. A T2 will force a huge number of lane changes in a small area at Aotea. I foresee backlogs right up Ngaio gorge and Onslow road. Buses use these roads too! What on earth does a T2 achieve that a clearway wouldn't?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

T2 will cause traffic merging at Aotea with lane changes unnecessary now. Backlogs will be big. Better with a Clearway.

Hutt Road Cycle path – Submission

819

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Angry of Ngaio	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I only heard about this for the first time @ 10am. Your communication efforts have been a total failure. Intentionally? I resent this uninvited intrusion by my supposed servants.

Hutt Road Cycle path – Submission

820

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nic	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

This is madness, another monumental muck up by WCC in progress. Big tick for cyclists, more traffic woes for motorists. Priority should be motorists as majority, no to T2 lanes.

Hutt Road Cycle path – Submission

821

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Commuter Cyclist	Takapu Valley	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know

Remove bikes entirely off this section by running a bikes only lane on the railway land behind all the workplaces.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Remove bikes entirely off this section by running a bikes-only lane on the railway land behind all the workplaces from the Caltex to the J'ville train overbridge. Problem fixed. Cars, bikes and pedestrians will be completely separate. Carparks left in place. Bikes off the road. Pedestrians left on the pathway.

Hutt Road Cycle path – Submission

822

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Richard Russell	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
I would have liked more consideration for going on the Harbour side and through the Interislander terminal. Going right around the harbour from Petone to Wellington waterfront.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I think the Hutt Road cycleway is a great idea. Especially removing the lamp posts from the middle of the current cycle ways.
I would really like to see some progress on creating a cycling and walking track along the water's edge from Petone beach to Wellington. This will greatly improve the experience of people cycling and walking from the Hutt and will be a great asset for the city.

Hutt Road Cycle path – Submission

823

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
J Robinson	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
I trawled your info but can't find anything relating to closing off the access to Onslow Road (which someone has been widely promoting). Is that part of this? If it is you need to be more transparent.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Your options should include more than 1 profile. I drive and walk and would in future like to also cycle if it is safer.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes
Fining cyclists that ride on the road rather than the safe lane provided

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

You haven't built the case for T2. How will it make a difference?

Hutt Road Cycle path – Submission

824

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bill Hester	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Please re-consider these major and expensive changes which won't really improve traffic flow or safety.

Hutt Road Cycle path – Submission

825

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nicolai	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The process by which affected user communities are engaged is biased and driven by political agenda designed to prove the hypothesis rather than understanding what the public view actually is. This smacks of the divisive behavior we have seen from our local council which benefits only a few but affects many. Traffic congestion will be rife, public transport is not convenient for all but the assumption is you use it or you ride your push bike and that simply will not work for me or for my family.

Hutt Road Cycle path – Submission

826

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Guy Short	Berhampore	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)
signalised crossing of Centennial Highway to Hutt Road northbound slip lane.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
more frequent use of colour to indicate cycleway.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)
proper bus lanes as a future stage.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)
signalised crossing of Centennial Highway to Hutt Road northbound slip lane.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)
proper bus lanes as a future stage.

DO YOU HAVE ANY GENERAL COMMENTS?

Probably as a separate project: a footpath for Onslow Road and signalised crossing to Hutt Road foot & cycle paths. (Allowing medium density terrace housing without providing any footpath access at all was a very poor choice, made even worse by Hutt Road being a major bus route.)

Hutt Road Cycle path – Submission

827

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Gavin Frisby	Wadestown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Great to see these changes.

Hutt Road Cycle path – Submission

828

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michael Howard	Tawa	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know

I bike along the Hutt Road from Tawa into Wellington everyday, but I think there needs to be a better balance for all users of the road. To me it is unthinkable to remove 160 car parks during rush hour along this road and put in a T2 lane. A T2 lane didn't work in Mana, so why would it work here? The key problem is the number of obstacles on the route. There are a number of dangerous pinch points - eg outside the BMW dealer and south of the Aotea Quay bridge. Fixing these options would be the key safety improvement. I'm not sure if the Council has thought about the land between the buildings and railway lines for a cycle way - if they are desperate to put one in. It does seem like the Council is in central Government money-grabbing mode with poorly thought through solutions. The current proposal seems like it will generate another Island Bay debacle that everyone hates (cyclists included).

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

829

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Konrad Suschke	Wadestown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
Please consider that bike traffic should be kept as fluent and smooth as possible to encourage the use of bikes and see its prominent benefits for general commuting.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

830

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Martijn van der Tol	Newtown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Yes, but please ensure there is good width to the cycle lane for two way cycle traffic (I ride in the opposite direction from most computers) to help avoid having to us it when passing at pinch points.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

The current shared path is a slalom course (light poles, signage poles etc.) - please consider the placement of signage poles etc carefully.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Currently a lot of the parks are taken up by commuters who park and ride (or walk / catch bus) into the cbd. I think the parking arrangement will be good for business' customers who will be able to access parks later in the day.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Please consider bus lane only as an alternative. T2 can be confusing (thinking of the Mana esplanade). T2 will also require regular enforcement to be effective.

DO YOU HAVE ANY GENERAL COMMENTS?

Please consider good cycling connections to / from Kaiwharawhara Road.

Hutt Road Cycle path – Submission

831

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
M Gordon	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

The opportunity to lessen the cyclist/motorist tension, if only by broadening the language of this proposal and acknowledging there are mutual obligations. eg any person or vehicle moving between road and premises, and persons/vehicles around them all have a responsibility regarding safety. eg the opportunity to increase safety by at least considering the ability to influence cyclists' awareness of others' (alongside others' (cars, pedestrians) awareness of cyclists. Can there be wakeups (akin to the proposed speed humps for cars) for cyclists, to make them think about looking out for pedestrians/cars/other cyclists and/or influencing their behaviour. For example, the current (and likely future) situation whereby pedestrians crossing the Hutt road entering the footpath (currently shared, to be split) have to pause on road in front of stopped traffic and look really carefully both ways for bikes either on the kerbside of the road, or on the cycleway. This is just one example. In relation to the issue of cars moving between roads & premises, yes, great ideas to get drivers to look out for and see cyclists (& pedestrians?) ...but what about opportunities for improving cyclists looking out for cars/ pedestrians/other cyclists entering and exiting... Having an upper limit for the speed at which cyclists can go, and requiring them to not over or undertake cars and keep a good following distance between cars or other vehicles (including other cyclists) or people? Just my unresearched ideas... but maybe there is also researched ways....

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

as above

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

A small proportion of cyclists do not alter their course when approaching walkers, even if it means they come close. It is disconcerting to suddenly feel a cyclist sweep within a hair's width (or painted line). Of course a small proportion of walkers do

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

832

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dolores Hoy	Newtown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

consider changing level of the path when the path goes past buildings where people may wish to exit the shared path - maybe as a way to slow people down or force them to look around before changing direction

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

I have seen the number of e-bikes out and about going up in the last 2 years. I think they will continue being popular. We need to factor this into the planning for the bikes on the shared path - maybe more room, not less.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

I support the T2 and would also support a T3 option.

DO YOU HAVE ANY GENERAL COMMENTS?

I like the proposed changes are great. I use this road as a bus passenger most, and then as a cyclist. I live in Newtown, but frequently visit or overnight in Eastbourne. so am using this road a lot. The current pavement area is dangerous - very unsafe for cyclists and pedestrians. I think its shocking that businesses use the pavement for their own purposes (parking) which endangers the public safety. Its clearly immoral. The stats show the crashes that are occuring, but not the number of unreported near misses. I've seen I am a few, and felt unsafe on the current shared path as cars zoom out of driveways, pedestrians pop out from

behind bus stops and big posts loom up. I am a weekly commuter by the eastbourne bus and know the bus stop at the bottom of kaiwharawhara road is rarely used, so could be removed. The road can be very congested at peak times, slowing down the bus. Am very supportive of measures to reward those who use public transport eg. the T2 lane and clearways. Would be happy to see a T3 lane. I see from the bus that most cars have one driver everyday - its crazy!!! This clogs the road. we have limited land mass in wellington, we cannot have one car one driver and expect to get smooth flowing traffic. if we just build more roads and spread the tarmac out, we'll have no usable land for people, and businesses. Rewarding public transport users and making it more pleasant and easier to use buses, trains, and carpooling is smarter transport planning.

Hutt Road Cycle path – Submission

833

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
J Barr	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

This change is not only going to cause congestion and traffic for those who use the Hutt road, but is a pointless addition to the already large cycle lane. Maybe this could be considered for other areas that are in need of a bike lane but along the Hutt road is not needed.

Hutt Road Cycle path – Submission

834

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Reuben Ferguson	Mount Victoria	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Physical demarcation is preferable for all users but a new path with a white line is superior to no changes at all.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I commend the council on making these proposals and urge councillors to stand firm in the face of any opposition to the plans from those seeking to maintain the status quo of car-based transport planning for their own benefit but to the detriment of the wider community and the urban realm. Any changes to the road configuration which result in disincentives to driving, such as delays for single-occupancy vehicles and loss of parking, should be encouraged to help change behaviour. We know that high quality cycleways are a key component of progressive cities around the world. For Wellington to join them, and show it is serious about improving urban liveability, it must encourage a large-scale shift away from private car use to public transport and active transport. The proposed plans for Hutt Road do exactly that.

Hutt Road Cycle path – Submission

835

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Paul Ash	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

These changes are long overdue, and necessary. I fully support them.

Hutt Road Cycle path – Submission

836

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The T2 lane and loss of parking spaces are ill-considered. The shops on the Hutt Road are destination shops, not part of a pedestrian area, so car parking is essential. Also where else will staff of these businesses park - no parking buildings nearby.

Hutt Road Cycle path – Submission

837

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Aida Tavassoli	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

838

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
James	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Physical grade separation of pedestrians and cyclists.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Could the Council work with property owners to develop a multi-level car park close to Kaiwharawhara businesses?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I strongly support the development of cycling and walking infrastructure. It is wise preparation for a more liveable city in future.

Hutt Road Cycle path – Submission

839

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Crofton Downs	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Separating out the cycleway changes from changing a lane to T2 as these are really 2 different proposals. Also ensure a thorough consultation with interested parties with facilitation in such away to avoid the way the Island Bay cycleway was handled.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

given there to not too much foot traffic it should be OK but in Holland there is a step up from the cycle way to the footpath, which works really well

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

will the widening of the bridge beside the southern Spotlight exit be enough for cars exiting Spotlight to see as currently they have to poke out onto the footpath to see if anyone is one the footpath.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

840

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Steve Walshe	Tawa	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Very good ideas, currently it is extremely busy - walkers, runners, cyclists, cars entering & cars leaving. I have seen a bike crash into a car along here. thanks.

Hutt Road Cycle path – Submission

841

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Hilleke Townsend	Lyllall Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Please review this to see that it is working

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Further improving visibility at driveways

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Support the childcare parks and if any other car parks are kept they should service more vulnerable users (children, elderly, people with mobility issues) first

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Strongly support these plans as they encourage cycling, public transport and car pooling while making single occupant vehicles less convenient. This is an important first step towards limiting carbon emissions and should be considered on all busy commuter routes.

Hutt Road Cycle path – Submission

842

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sarah Ash	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

This is adequate in Europe. NZers may need more painted signs on the walkway and cycle way to get used to it.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This upgrade is essential. The existing cycle paths and walk ways are unpleasant and dangerous. The upgrade looks aesthetically pleasing as well as safe. I think it will improve traffic flow as well.

Hutt Road Cycle path – Submission

843

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sean Linton	Wadestown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

844

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andy Linton	Wilton	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

It's time to begin making changes to our transport systems to redress the balance towards bus, walking and cycling

Hutt Road Cycle path – Submission

845

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Maddy	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

846

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Virginia Wood	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I have biked this route many times and believe the proposed changes will greatly improve the safety of cyclists and walkers, make the experience more enjoyable and attract more people to walk, bike or bus to and from the CBD.

Hutt Road Cycle path – Submission

847

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Elizabeth Cretney	Newtown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Crucial proposal. I fully support.

Hutt Road Cycle path – Submission

848

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

849

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jennifer Cauchi	Wadestown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

The loss of parking spaces could have significant impact. I would like to see attention given to adding some cycleways in areas where there are currently none. The Hutt road at least has something. Completely separated paths would be the best, ideally.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

See above comments. Completely separated path would be better.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Parking can already be difficult. Likely to be come quite impossible!

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Is this more than 2 people in a car, or 2 or more people in a car? It wasn't quite clear. How will this be enforced?

DO YOU HAVE ANY GENERAL COMMENTS?

I am glad attention is being paid to cycleways, but they need to be within the CBD more and also from various suburbs. I live in Wadestown and occasionally cycle via Sar St/Thorndon Quay/waterfront. There are several points where it is quite dangerous. The cyclolane on Thordon quay where you turn past the railway station just becomes a third lane for cars - this is unavoidable given the traffic patterns. The lights are not well timed so traffic really backs up. Cyclists should be able to go through some red lights at certain intersections which would make it safer for them.

Hutt Road Cycle path – Submission

850

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dale and Rebeca Elvy	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The proposed changes will have a significant adverse impact on Daycare centres - particularly I-Kids. The changes will restrict the number of people who can drop-off and pick-up during peak time, significantly reducing visibility (especially for parents who are trying to cross from the northbound lane), potentially blocking one lane of traffic while people parallel park, and endangered children as they are removed from vehicles directly into the cycle-lane (or bus lane if two children are in the car). The plan does not reflect the danger to children, inconvenience both to parents, children, cyclists and users of the T2 lane, or the likely negative impact on local business and should be revised to reflect these factors.

Hutt Road Cycle path – Submission

851

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David J Stevens	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Generally I think the proposals will make it safer for cyclists and pedestrians, and encourage more of both once the changes are in place. I would be in favour of a continuous green cycle lane if possible between Caltex and Spotlight, instead of just across driveways.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

The proposed reserved path for pedestrians is wide enough. I would recommend negotiating with building owners between Placemakers and Spotlight to allow the Council to install more lights on the buildings so that the pedestrian pathway is more strongly li

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

As mentioned above, a continuous green cycleway would emphasise the distinction between cyclists and pedestrians.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

If possible, I would suggest that the poles on the edge of the cycle path next to the road (which are only there to carry signage about parking) be removed and the signage be placed on the buildings next to the pedestrian path. Having removed all the street lights and other obstructions, it seems silly to have the occasional pole on the edge of the cycle path. While there may be some legal issues with this, it shouldn't be difficult to clearly indicate what the parking restrictions are with signage on building walls?

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

I think that the removal of parking for staff working at businesses along the Hutt Road will have a major impact for those businesses and people. While some of the new on-road parks need to be time-restricted to enable customers of e.g. La Cloche, Animates etc to park for up to an hour, there needs to be further investigation into how more all-day parking spaces can be created to replace the on-pavement parking that will be lost.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Re previous question, I am not convinced that a T2 morning peak traffic lane is a good idea. I think the left-hand lane southbound on the Hutt Road should be a Clearway from 0700 to 0900, not a T2. The T2 lane at Mana was a disaster.

I don't drive into town in the morning peak, so have no personal interest in how the peak traffic moves, but can see some potential problems.

My reasoning for not being in favour of a T2 lane is that only about a third of the traffic apparently will qualify to use a T2 lane, therefore pushing more traffic into the right hand lane. This will make it even more difficult for traffic to join the Hutt Road at the Onslow Road lights, and will also cause a further tail-back in the right-hand lane along the Hutt Road at the Ngaio Gorge lights.

It is proposed that all the bus stops along this stretch of the Hutt Road by the new cycle path will be "bypass" stops, so traffic flow will not be impeded by buses stopping in the left-hand lane as at present. With a Clearway operating the traffic will flow much better anyway.

Given that the Ngaio Gorge lights are always a cause of some congestion in the mornings, there doesn't seem to be any overall benefit in some cars speeding along in the T2 lane from Ngauranga to La Cloche, while many more cars including those joining from Khandallah are held up in the right-hand lane.

My recommendation would be to implement a morning peak Clearway, not a T2 lane, and review the operation after say a year to see how traffic flows have changed.

Another suggestion that has been raised is to change the entrance and exits at Spotlight to a traffic-light controlled entrance/exit opposite the Ngaio Gorge road (similar to Countdown lights at Johnsonville/Broderick Roads). If this were done, it would be essential to have the cycle path controlled by lights as well in both directions.

Hutt Road Cycle path – Submission

852

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Peter Gates	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

If wide enough, and obstructions removed, e.g. poles.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

must be wide enough, and best if obstructions removed, e.g. poles

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

as long as it is rigorously enforced.

DO YOU HAVE ANY GENERAL COMMENTS?

Far preferable to have a physically separated cycle lane, so no cars crossing. local govt and govt agencies should work on the hard bits, and access rail corridor, Interislander and Centreport.

Hutt Road Cycle path – Submission

853

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Matt	Broadmeadows	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
Gated entrances to some of the businesses, traffic lights including on cycle way near animates

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Might be dark with street lights on other side of road

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)
I think more parks should be removed most people just avoiding paying parking in central city make them all time limited will support the business better than more parks.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)
A clearway might be a better solution as T2's haven't been successful in the past

DO YOU HAVE ANY GENERAL COMMENTS?

This looks like a massive improvement however it hasn't solved the dangers of vehicles crossing the cycle path and the other parts of the route into the city especially Thorndon Quay

Hutt Road Cycle path – Submission

854

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

855

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Charlie	Hataitai	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I have biked along the Hutt Road footpath a few times and have found the lights / poles in the middle really dangerous so it'll be good to move these.

Hutt Road Cycle path – Submission

856

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kele	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

857

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Caroline Ash	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

858

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Cat Muir	Northland	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

859

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David Foster	Newlands	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
Removing the parking without providing something roughly equivalent does not seem sensible. Additionally, T2 lanes don't seem to have been successful elsewhere so is this really the best option here?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes
A dedicated bus lane at peak times (morning and afternoon) that became a "normal" lane at other times could be an additional option. Either way, something that gives buses an advantage over the hordes or single occupant vehicles is certainly worthy of con

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes
4 metre wide lanes seems a bit much. I think three would be sufficient

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)
A similar mechanism for north bound buses at evening peak times should also be considered. Maybe having moveable barriers to enable different numbers of lanes to be used during morning/evening could be considered (e.g. Auckland Harbour Bridge)

DO YOU HAVE ANY GENERAL COMMENTS?

Some great ideas such as moving lamp posts and widening the bridge near the bus depot. They will make a big difference. But I don't see the benefit in removing the parking without a practical alternative being provided- that seems to be buying a fight that doesn't need to be fought. I'm not sure that the current path is that broken that it needs \$9m spent on it.

Hutt Road Cycle path – Submission

860

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dean Johansson	Karori	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

The provisions for cyclists and pedestrians along this stretch of road have been sub standard for a long time and it's good to see these improvements being made.

Hutt Road Cycle path – Submission

861

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tim Doyle	Roseneath	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

The use of NZTA and KiwiRail land to have a completely separated cycleway. This could use the motorway structures as a clip-on bike lane underneath or on the the side of the motorway, or just use land currently used as access for KiwiRail's maintenance vehicles beside the tracks.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Given the foot traffic along the northern end of the route, I feel 2 metres could be better used on providing a wider cycle route

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

comment - very pleased to see provision of busT2 lanes in this project

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

The area between Kaiwharawhara stream and Westminster street - could the large carpark be reduced to only one exit/entry, and will the traffic light poles and street signs be moved - this is the worst part of the existing cycleway by far. The conflict at the intersection is made a lot worse by the carpark access and random assortment of poles at Kaiwharawhara Road intersection.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Please consider a fully separated cycleway along Motorway or Railway corridors as a high-capacity cycleway as a future goal to link Wellington city with Hutt and Northern Suburbs.

Hutt Road Cycle path – Submission

862

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Linda Beatson	Te Aro	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

it is great if there are also symbols/markings on the paths to provide a constant visual cue as to which side the cyclist/pedestrian should be.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

863

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kate Potter	Aro Valley	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This is a comprehensive and forward-looking plan that will contribute to the well being of our communities. As a Wellingtonian who lacks the confidence to cycle on our streets, I'm glad to support moves by the Council that make our city and more people (and cycle) oriented place. Ka pai!

Hutt Road Cycle path – Submission

864

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Geoffry Sams	Wadestown	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Looks good :)

Hutt Road Cycle path – Submission

865

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Steve Blennerhassett	Karori	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I cycle to my place of work at glover st and I don't feel safe trying to get up the gorge and across the traffic to the glove st exit. Instead I cross Hutt road to the bus stop and nip across the free turn for traffic turning left off the gorge to petone, then I cycle up the footpath and on the one way roads (in officially the wrong direction)past smith's city and hunter furniture etc to get to glover st. I'd love some consideration given to this predicament, even something as simple as putting a driveway edge on the curb at the gorge free turn to petone so that i don't have to jump the curb. Usually with a bike trailer on board as well! Thank you

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

No

Hutt Road Cycle path – Submission

866

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Stefaan Janssens	Houghton Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Proposal looks great!

Hutt Road Cycle path – Submission

867

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
S Anderson	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road is already congested and gridlocked at peak times. The proposed changes will simply reduce the available travelling lane area and make the problem worse. Pedestrian crossings at the Ngauranga intersection are a particularly stupid idea: it is a highway. Pedestrians and pedestrian crossings do not belong on a highway.

Hutt Road Cycle path – Submission

868

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jonathan Williams	Mount Victoria	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
More safety improvements around driveways at businesses. Something to make cars actually stop.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes
More work at big driveways eg placemakers to make cars stop

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

869

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jane O'Shea	Highbury	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

The best way to help with congestion in our city is to make it easy for people to cycle. Overseas experience shows that once you make safe cycleways, people use them.

Hutt Road Cycle path – Submission

870

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Annalie Brown	Island Bay	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

How will this be monitored/administered? What will be the "punishment"? These lanes in the USA quite often have cameras to catch offenders. My worry is that if there is no penalty, people will disregard the T2 limit

DO YOU HAVE ANY GENERAL COMMENTS?

I found the "What mode of transport do you usually use" hard to answer. During the week I commute on a motorbike or bicycle. At weekends it's car. This weekend just passed I travelled on Old Hutt Road on my bicycle out for a ride with friends. I don't commute on this road so I guess a lot of drivers won't be happy with these suggestions. As a cyclist, the cycle lane only helps in one direction (southbound) as there's no cycle lane provisions (that I can see) northbound.

Hutt Road Cycle path – Submission

871

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David Roberts	Khandallah	Craft House Limited	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

It would appear that this project is under-funded in that a "budget approach" is necessitating a solution that will have extensive negative commercial (financial hardship) and community (accessibility) implications far in excess of the \$9M or so being proposed to be spent on the Hutt Road area. This "budget approach" fails to address one of the real issues of pedestrian and cycle traffic being "at risk" with vehicles exiting properties on the eastern side of the Hutt Road through the proposed changes to parking and traffic paths. The optimal solution is to move that traffic to the western side of the Hutt Road where almost zero road crossings exist.

The loss of extensive customer parking and staff parking cannot be under-estimated. While staff access and parking might be viewed more of a convenience matter - its unavailability detracts from the appeal of

employment in the region. But of greater commercial and financial impact will be the loss of customer/client parking.

I would urge Council to re-budget rather than create the extensive long term hardship and inconvenience the current proposal inherently will inflict.

My other observation would be to question some of the validity of the data presented in support of the changes. The proposal uses/focuses on statistics such as cyclist numbers for a very short window of time - during summer months. Winter months reduce pedestrian and cycle traffic significantly. And as far as the claim of "upwards" of 400 cyclists were reported as being recorded/counted in part of the assessment report - it failed to mention that count also coincided with the Wellington "Go by Bike/Free Breakfast" promotional period which significantly inflates numbers. As a long term commercial resident of the area, with my own adhoc counts - I suggest that such data, while not totally invalidating the credibility of the analysis and justification for the proposal - it might need revisiting to give a more accurate and extensive perspective?

Hutt Road Cycle path – Submission

872

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Hamish Jacob	Other	Jeff Gray BMW & MINI	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

the lack of consideration by cyclists

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Where will the staff of the local businesses park? It seems money is being spent simply for cyclists to have a better deal, we see a huge lack of consideration currently from cyclists toward walkers & other motorists. Your proposal says that cyclists will still have the option of either a cycle lane or the road? Why? If all this money is to be spent force the cyclists to use the cycle way, the road is not an option. T2 lanes do not work, just look at the one in Plimmerton for example. The road should be dual lane all day. How is business viability effected if transport volumes drop? It seems all this money is being spent on a minority interest and the greater population & businesses to not get a say

Hutt Road Cycle path – Submission

873

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Athfield Architects Limited	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

We are a business of about 35 people on the hill above Onslow Road which is accessed via Rangiora Ave. Several of our employees bike but they all ride on the left hand side coming north in the morning and on the road, not the shared path, heading south in the evening. The head-on traffic combined with interchange with pedestrians and vehicles moving in/out of businesses makes the 2 way thing much less desirable now. We're not certain it will be better than staying on the road in the mornings as that saves a dangerous crossing over Thorndon Quay at the bottom of Tinakori and back again along Hutt Road or using the zebra crossing. So a green bike lane on the left of the lanes headed north is still a good thing to add, also for the roadies who prefer the road anyway.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

See earlier comments and also... the harbour side route may be 6x the cost but it would be a significant addition to the Great Harbour Way whereas this upgrade is not at all. For us we would cross to/from the harbour at Kaiwharawhara stream where it passes under the motorway. This would also have the benefit of providing a decent connection for cyclists and pedestrians between the Railway Station and the Interislander terminal which is currently an embarrassment. The harbour route would be an event in itself and not just an improved commuter route (as welcome as any improvement is).

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

874

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Brent Blann	Churton Park	Mana Coach Services / Newlands Coach Service	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Support

Animates Bus Stop 5486 being shifted to south of Kaiwharawhara intersection.

â€¢ Safer for cycle path cyclists to be passing behind bus stop and shelter, semi-indented bus bay safer for cyclists riding on the road.

Ngauranga Bus Stop 3256 being shifted forward to allow the cycle path to pass behind the shelter and passenger loading area.

â€¢ Safer for cyclists to be passing behind bus stop and shelter although possibly less safe for cyclists riding on the road, potential for getting caught out by the narrowing of road space opposite the bus stop where the three lanes from the bottom of the Gorge become two lanes.

Introduction of a dedicated bus lane for southbound buses at Ngauranga Gorge Hutt Road intersection.

â€¢ Practical benefit for buses stopping at newly repositioned Ngauranga Bus Stop 3256, non-bus traffic travelling in the two lanes to the right of the bus lane not effected by buses stopping at Ngauranga Bus Stop 3256.

Priority green light for new bus lane for southbound buses at Ngauranga Gorge Hutt Road intersection.

â€¢ Presumably intended to allow buses not stopping at Ngauranga Bus Stop 3256 to get ahead of the traffic before the bus lane finishes at the Ngauranga Bus Stop 3256; three lanes from the intersection become two lanes at the bus stop.

Donâ€™t support

New hazards for off-peak road cyclists created by the introduction of roadside parking.

â€¢ The introduction of roadside parking creates new and significant hazards for off-peak Hutt Road cyclists. To pass parked vehicles with a reasonable margin of safety cyclists will spend most their time in the new single traffic lane with all other southbound traffic. This represents a significant reduction in road safety for Hutt Road cyclists who currently ride in the relative safety of the left traffic lane. Currently cyclists ride in the left traffic lane from Ngauranga Gorge to Thorndon Quay without encountering any obstacle that could force them into the right traffic lane. The only exception would be if they were negotiating a bus that was stopped, pulling into or leaving a bus stop.

Cyclists who ride on the road can expect the same safety considerations as any other Hutt Road user. We are concerned that this proposal introduces significant new road safety hazards not only for cyclists but for all road users who share the road with cyclists, our own drivers a case in point. Considering these hazards also represent for our drivers hazards of the workplace, to knowingly introduce these hazards to an environment where they currently donâ€™t exist, is quite possibly an offence under the Health and Safety in Employment Act.

Lack of transparency over single-laning Hutt Road southbound.

â€¢ The introduction of roadside parking effectively reduces Hutt Road southbound to one lane from the Caltex service station to the Aotea overbridge. The Hutt Road is a major arterial and reducing its capacity has significant implications in terms of traffic flow, capacity, road safety, civil defence emergency planning etc. No discussion is offered regarding the decision to sacrifice the southbound capability of the Hutt Road in favour of the cycle path upgrade. We are uncomfortable with the lack of transparency around this decision and believe there is a need for greater transparency around this matter.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

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IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?
Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?
Yes
See comments Question 2

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?
Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?
No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?
No

DO YOU HAVE ANY GENERAL COMMENTS?
Support Animates Bus Stop 5486 being shifted to south of Kaiwharawhara intersection. • Safer for cycle path cyclists to be passing behind bus stop and shelter, semi-indented bus bay safer for cyclists riding on the road. Ngauranga Bus Stop 3256 being shifted forward to allow the cycle path to pass behind the shelter and passenger loading area. • Safer for cyclists to be passing behind bus stop and shelter although possibly less safe for cyclists riding on the road, potential for getting caught out by the narrowing of road space opposite the bus stop where the three lanes from the bottom of the Gorge become two lanes. Introduction of a dedicated bus lane for southbound buses at Ngauranga Gorge Hutt Road intersection. • Practical benefit for buses stopping at newly repositioned Ngauranga Bus Stop 3256, non-bus traffic travelling in the two lanes to the right of the bus lane not effected by buses stopping at Ngauranga Bus Stop 3256. Priority green light for new bus lane for southbound buses at Ngauranga Gorge Hutt Road intersection. • Presumably intended to allow buses not stopping at Ngauranga Bus Stop 3256 to get ahead of the traffic before the bus lane finishes at the Ngauranga Bus Stop 3256; three lanes from the intersection become two lanes at the bus stop. Don't support New hazards for off-peak road cyclists created by the introduction of roadside parking. • The introduction of roadside parking creates new and significant hazards for off-peak Hutt Road cyclists. To pass parked vehicles with a reasonable margin of safety cyclists will spend most their time in the new single traffic lane with all other southbound traffic. This represents a significant reduction in road safety for Hutt Road cyclists who currently ride in the relative safety of the left traffic lane. Currently cyclists ride in the left traffic lane from Ngauranga Gorge to Thorndon Quay without encountering any obstacle that could force them into the right traffic lane. The only exception would be if they were negotiating a bus that was stopped, pulling into or leaving a bus stop.

Cyclists who ride on the road can expect the same safety considerations as any other Hutt Road user. We are concerned that this proposal introduces significant new road safety hazards not only for cyclists but for all road users who share the road with cyclists, our own drivers a case in point. Considering these hazards also represent for our drivers hazards of the workplace, to knowingly introduce these hazards to an environment where they currently don't exist, is quite possibly an offence under the Health and Safety in Employment Act.

Lack of transparency over single-laning Hutt Road southbound.

â€¢ The introduction of roadside parking effectively reduces Hutt Road southbound to one lane from the Caltex service station to the Aotea overbridge. The Hutt Road is a major arterial and reducing its capacity has significant implications in terms of traffic flow, capacity, road safety, civil defence emergency planning etc. No discussion is offered regarding the decision to sacrifice the southbound capability of the Hutt Road in favour of the cycle path upgrade. We are uncomfortable with the lack of transparency around this decision and believe there is a need for greater transparency around this matter.

Hutt Road Cycle path – Submission

875

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Lynn sleath	Other	Kapiti Cycling inc.	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Encourage bikers to call out or use a bell and give a wide clearance. Signs to cover this.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Still have to address the issue of vehicles crossing the pathway and not looking both ways. More signs required.

Hutt Road Cycle path – Submission

876

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Kaiwharawhara		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

great way to kill more cyclists and now pedestrians - go council and at speed now
maybe if we fine cyclists for their riding skills the demand may decrease for having friends on the council staff

Hutt Road Cycle path – Submission

877

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

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

878

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mark Hill	Happy Valley	VFRPS	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

879

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bill Courtney	Khandallah	Khandallah Cornerstone Resource Centre Trust	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Cycle speeds are too high to have pedestrians too close to the cycleway.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Engagement and consultation have been very poor. The T2 proposal, in particular, is a bad idea.

Hutt Road Cycle path – Submission

880

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

881

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Tawa		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

882

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Newtown		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

I'm glad the safety of cyclists from cars coming out of stores as well as parked cars on the footpath is being considered. Cars coming out of drives and car doors opening (as a cyclist) are more fearful than the potential danger of behind hit by a vehicles traveling on the road behind you.

Hutt Road Cycle path – Submission

883

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Crofton Downs		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Good to see sensible planning happening even if it took ten years to get there

Hutt Road Cycle path – Submission

884

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Te Aro		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I support the Hutt to City cycleway upgrade as I think this is the most important cycle route in the city for commuters and cycling tourists alike and promoting Wellington as serious about being cycle friendly. It should have been the first cycle project before the Island bay ego-experiment, and is currently an unpleasant broken glass trough. It will be massive boost to the city if done well and designed by actual cyclists so it is practical. As a regular cyclist around the city I think the recent concept of having cycle lanes on the left of parked cars in random sections of the city such as on Victoria street and Island Bay seems impractical, dangerous and a waste of money.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

As suggested earlier, either have a completely separate cycle lane where no cars travel, or none at all. These confusing "mixed" spaces such as lower Cuba st, or areas where cycle lanes are to the left of parked cars such as Island bay or upper Victoria street are dangerous and counter-productive, and only create problems between car drivers and cyclists.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?



Hutt Road Cycle path – Submission

885

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

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

886

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kevin O'Halloran			No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

887

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

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

888

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

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

the continued unsanctioned theft of public roading from everyone for a minuscule percentage of people needs to be stopped

Hutt Road Cycle path – Submission

889

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Perhaps a divider line 4 walkers? Cyclists are likely to be going at speed and walkers often get a fright when cyclists come up behind them.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

890

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Karori		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

The pathway/cycle way needs to run between the sea and the hutt road /motorway/ railway line and not on the inside of the motorway along the Hutt Road for 50% of the distance . It should be built for the public and tourists with full views of the sea. Added bonus of protecting the railway from storms etc that occurred on regular basis over last three years.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

The path should run between the sea and the railwayline/ motorway and not on the inside of the motorway on the hutt road. This is a once in a lifetime opportunity and should not be stuffed up with the cycle/ pathway running on the sea edge for 50% of the

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

Refer to earlier comments.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Mr General Public

Hutt Road Cycle path – Submission

891

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrew McFarlane			No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The cycleway works fine I use it three or four times a week from Onslow Road, all it needs is a resurface in asphalt, removal of street lighting to the other side of the road, and a wider footpath over the Kaiwharawhara Stream. The Road works well when my family drive to work and adding a T2 lane and parking on the road will cause delays for those unable to use the T2 Lane-the traffic flows well between 7.30am and 8am so does not need a fix. I can envisage cars being unable to enter the south bound flow from Onslow Road if the right hand lane is full of cars unable to use a T2 Lane, the flow of traffic will be horrendous, causing tail backs up Onslow Road and will only allow for a drip feed of cars onto the Hutt Road. The parking on the left hand side of the footpath works well, although at the Aotea Quay over bridge the parking can be a hazard. I have been cycling to Wellington or the Hutt on and off for 20 years and have

never had an issue with the cycle lane barring improvements mentioned above. Perhaps some policing of the Clear Ways from Thorndon Quay to the end of Featherston Street and Mulgrave Street in the mornings would be good, I have had close calls with cars pulling into the clear ways to drop passengers.

Hutt Road Cycle path – Submission

892

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

leave parking south of Ngaio Gorge as is, divide bike and footpath, but have signs telling bikers to slow down.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Divide bike and foot paths but have signs to bikers to watch for pedestrians, maintain gap and to slow down. I have seen pedestrians hit by bikes riding to close and too fast

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

separate and to slow down

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

no

Hutt Road Cycle path – Submission

893

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jane Byrne	Island Bay		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The impacts on Wellington city, the retailers along this stretch of road and the residents of the wider community in other words " the majority" of Wellingtonians will be impacted for the desires and perceived needs of the largely invisible few. Wellington's roads are very limited and need to be shared with due respect and consideration by ALL road users! WCC you have gone about the introduction of these supposedly "safe" cycleways in absolutely the wrong way.

Hutt Road Cycle path – Submission

894

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jeff	Other		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

To go further a cycle and walk way, wide enough to also allow for recreational activities could be put in from Petone foreshore between the harbour and train tracks to Hutt road. Fill from the proposed link road between Petone and Ngauranga or Transmission gully could be used to reclaim the harbour to establish the cycle and walk way.

At the same time the train tracks and road between Petone and Ngauranga gorge could also be straightened for safety improvements and to improve travel times.

Hutt Road Cycle path – Submission

895

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Roger Tweedy	Hataitai		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

The businesses along the route will need to be considered and fully engaged with the changes or else conflict will occur

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This area is currently a mess and planned changes meet especially cyclist's needs. The park & walk/ride option for this area has grown and attention to this ie. parking area/buildings linked to public transport (incl reopening station @ Kaiwhara) and cycle options would be great to meet this need

Hutt Road Cycle path – Submission

896

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
B Stewart	Johnsonville		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I can not see why the car parking has to be changed. Why change something that works. Last week I spent some time looking at this and noticed that already the broken yellow lines had been repainted. The cycle signs had also been repainted and entrances the company areas had been painted. The green cycle lanes were very obvious. The only thing that I feel could be changed is the position of the lamp posts.

Hutt Road Cycle path – Submission

897

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Johnsonville		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

898

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

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

899

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Flynn Lewer	Khandallah		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

This will make a huge difference to my daily commute. Public transit priority makes a lot of sense as well.

Hutt Road Cycle path – Submission

900

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Catharine Underwood	Brooklyn		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Keeping the cycle path swept to reduce punctures. My experience of cycleways in Wellington is that the road sweepings get swept into the cycle lanes.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Those commuting by bike go fast, faster than just going for a cycle. Hopefully pedestrians and cyclists will understand the need to stick to their side of the white line. May be a yellow one to indicate 'no crossing the centre line' as with cars.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know

How to cross southbound from Ngaraunga gorge and getting past the southbound traffic that hasn't gone down the motorway - presently they have a free turn onto the hutt road. This will impact cyclists who have a green light. Just teh voice of

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

The more frequently cars have to pull in and out of car parks, the more times they cross any cycle / footpath.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Not sure about this. It didn't work in Plimmerton. Need to have signs that can be read. The ones in Plimmerton needed glasses and an interpreter to be understood.

DO YOU HAVE ANY GENERAL COMMENTS?

This section is part of the Tour Aotearoa route. It is going to become busier with more people riding it o needs to reflect increased use. I like/support most of what has been proposed. Great stuff.

Hutt Road Cycle path – Submission

901

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Island Bay		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

902

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Te Aro		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

903

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION: No
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DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

904

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rick Holmes	Khandallah		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

905

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Ngaio		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

906

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION: No
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DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

907

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION: No
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DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
The cyclists need to be aware of pedestrians and slow down when approaching especially from behind and really ensure the pedestrian is aware of their presence

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

908

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

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

909

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

910

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

911

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Brooklyn		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

912

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Newtown		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

913

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

With the speed the cyclist are riding on the footpath/ cycleway in both directions those on foot are continually having to jump out of the way

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

With out a doubt something needs to be done.It's not only peak times there is a concern.During the day the amount of truck to and from the wharves and the speed they travel is alarming.The most practical solution is to redo the road and footpath making it safer and putting the cycle lane between the commercial buildings and the railway line from the Caltex station right thru to the Aotea overbridge

Hutt Road Cycle path – Submission

914

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ari Pfeiffenberger	Brooklyn		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Please don't get pressured into the lobby to keep car parks and then end up with a less than optimal design for everyone (e.g. Victoria St, Island Bay). I think cycling and pedestrian routes need to be approached much like roads - let the experts in planning and safety design what is sensible and then bravely forge ahead and stick to that as much as possible without letting the media, political grandstanding and the car lobby ruin good design. Bear in mind this comes from someone who drives a car. I would much rather have a decent, separate cycle way and loose a few car parks than have a messy, unsafe cycle way and road!

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I think it is simply fantastic that Wellington is finally looking at updating its cycling infrastructure. There are so many evidence based positive outcomes from cycling - climate, health and decreased inner city congestion to name just a few. It is wonderful to see Wellington city tackle these infrastructure projects to improve cycling (and car/pedestrian transport routes) and you have all my support to forge ahead with

these projects

Hutt Road Cycle path – Submission

915

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Grant	Khandallah		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I think anything that promotes the benefits and safety of walking and cycling is great for the city and it's people

Hutt Road Cycle path – Submission

916

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Philip Blagdon	Karori		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Don't need to spend money on green paint, a smooth surface with cycling sharrow figures is sufficient. Some of the green surfaces I have cycled on tend to be rough and trap stuff that can cause a flat. The maintenance programme is key, if it is not swept regularly and there are rocks or glass on the path then I'll use the road. Executing a parallel park into the middle on road T2 spaces looks pretty dangerous to me, given traffic volumes. Do we really want to hold up the entire city for one person struggling to parallel park? Removing poles is the right thing to do as a major hazard at present. What will the speed limit be for cyclists? Will it be a regulatory requirement that all cyclists must use the cycleway? Have we thought hard enough about the big problem which is vehicle exits and entries? Will speed humps solve this problem. Anything else we can do?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

917

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION: No
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DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

918

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
J Emanuel	Khandallah		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The consultation documents do not provide:

- 1) any options. For example, much of the route already has a cycleway. Has Council considered alternative improvements that could be made to improve its use?
- 2) any data regarding changes in vehicle throughput during peak hours. Will vehicle throughput be increased or decreased?
- 3) any data regarding how the safety for vehicles exiting Onslow road could be improved. At present south bound vehicles "blind merge" with other southbound vehicles in the right hand lane.
- 3) any cost benefit analysis, and in particular any analysis that suggests there will be any economic value when compared with the status quo.

Hutt Road Cycle path – Submission

919

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Te Aro		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

920

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION: No
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DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

921

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

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Heading to Ngauranga Gorge at the end of the work day, the right hand lane fills with traffic going to the Hutt Valley, so cars may fill the left transit lane anyway to avoid this queue if continuing up the Gorge.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

People walk in groups and usually not single file.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Is this parking actually required? Businesses down this road have carparking for visitors already. The car parks being removed are most likely for commuters travelling to work, so having the new parks unavailable until 9am might mean they are not required at all.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Why isn't having two people enough to qualify to use this lane?

DO YOU HAVE ANY GENERAL COMMENTS?

Will bikes who continue to ride on the road and not use the lane be penalised (ticketed)?

Hutt Road Cycle path – Submission

922

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

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

I'd like you to consider ways to encourage separation of cyclists and pedestrians, and to keep cyclists at a suitable speed if they're on the shared path.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

923

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

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Future connections to a seaside path, keeping the area attractive with some innovative urban activation, hi-tech warning lights for vehicles exiting businesses.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Please take the opportunity to add much better signage for routes to Khandallah eg Amritsar steps and Bridle Path. Many people don't know these excellent paths exist or how to access them.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Use hi tech cameras to highlight inappropriate usage, and issue fines.
Would like to see Hutt RD speed lowered to 50k.

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

924

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

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Please keep shade trees and improve crossing and signage to Amritsar steps

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)
Remind people that the motorway changes will be finished soon.

DO YOU HAVE ANY GENERAL COMMENTS?

Deliver the improvements. T2 needs hi-tech enforcement to give buses advantage. Also remember the motorway changes will be finished soon and more traffic can go there from Ngauranga to CBD. Animates provides customer parking, shouldn't more businesses expect to? And many people often use more than one way of getting around - the survey could have said do you cycle/drive/bus/walk every day/ most days/once a week or less/ never.

Hutt Road Cycle path – Submission

925

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ron McGann	Vogeltown		No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)
See attached comments

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Pedestrians don't notice white separating lines for bikes/peds and wander all over the footpath as can be seen on Oriental Parade footpath/cycleway

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

COMMENTS ON PROPOSED CHANGES TO HUTT RD CYCLEWAY

Cyclists crossing to traffic island at Ngauranga end

There is a blind spot at the current crossing point from the cycleway to the traffic island (traffic exiting SH2 to turn left into Hutt Rd after passing under flyover for SH1 see photo).



To encourage cyclists to use this crossing point to the traffic island the traffic signals would have to be *on demand* for cyclists rather than favouring vehicle traffic turning left from the slip road into Hutt Rd.

Currently there is a (illegal) practice by quite a few cyclists of riding up the slip road contra-flow using the existing green cycle lane to reach the traffic island then waiting for a red traffic signal for traffic exiting SH2 southbound to nip across to head north up SH2 to Petone. What could be safer and more acceptable to northbound cyclists would be a crossing point (signalised?) near the Stock Effluent tunnel so that cyclists could then use a widened cycle lane to reach the traffic island. Cyclists would have better sight lines to detect vehicle traffic exiting from under the flyover to travel south on Hutt Rd.

What happens (if anything) to the current entrance to the Stock Effluent vehicle option under SH1? Will vehicle traffic be crossing the new cycle lane/footpath to dispose of effluent?

T2 lane southbound for commuter traffic

Good luck with this proposal. T2 lanes did not work at Mana so why should they work here? Vehicle drivers either don't understand the T2 concept or disregard the T2 conditions. To get T2 to work would involve lots of education of drivers and ongoing enforcement (CCTV cameras and substantial fines for infringements, which is unlikely).

While T2 is good in theory (and in Traffic Engineering textbooks) it would be more practical to adopt the KISS principle (Keep It Simple Stupid) and just have a **Clearway** southbound from 7 to 9 am and tow offending parked vehicles. Similarly a Clearway northbound from 4 to 6 pm would be simpler than T2. When (and IF) the proposed alterations to the footpath/cycleway go ahead and have had time to bed down, then the T2 concept could be raised again and trialled.

Car parking on footpath removed from Caltex station southwards

This is long overdue and has been a serious hazard for cyclists using the current cycleway on the footpath as vehicle drivers manoeuvre along the footpath to get on to Hutt Rd at commuter hours in the afternoon. Good riddance to parked vehicles on the footpath, especially outside Jeff Gray BMW business where display vehicles clutter the footpath 24 hours a day, seven days a week. The owner

of La Cloche cafe has chosen a strange location for his business if he is dependent on customers arriving only by motor vehicle with there only being currently one or at most two parks on the footpath (including next to the bus shelter). He would have up to three customers at a time and no more customers until the existing three departed in their motor vehicles??

Future car parking

It would be simpler to have uniform time limitations for car parking outside commuter hours as this would be less confusing for vehicle drivers (KISS again) and certainly Jeff Gray autos should not use any on street parking for their vehicle display purposes.

Westminster St intersection

Moving the bus stop south and especially the serious cycling obstacle of the poorly located bus shelter is long overdue and should have been done years ago.

What happens with the proposed changes for vehicle traffic exiting Westminster St? Hopefully there will be a STOP sign there. Does this mean that vehicle traffic will have to GIVE WAY to cyclists on the new cycleway travelling both north and south? At present cyclists using the existing cycleway on the footpath don't have priority over exiting vehicle traffic from Westminster St as they are travelling on a footpath. On the other hand southbound cyclists travelling on the Hutt Rd would have priority over Westminster St exiting traffic as they are on a road rather than a footpath.

Will the new cycleway qualify as a *special vehicle lane* and thus Westminster St exiting vehicle traffic will have to give way to both northbound/southbound cycle traffic before exiting Westminster St?

Spotlight car park

The existing footpath alongside Spotlight car park is very narrow. Will anything be removed from the Spotlight car park to provide the required footpath/cycleway or will the space be taken from the existing roadway?

Speed humps at business exits

It is common practice for vehicle drivers to (temporarily) block the existing cycleway on the footpath by edging to the kerb and waiting for a gap in the Hutt Rd traffic, especially during commuter times. This situation will be worse with the widened cycleway proposal and increased speeds of commuting cyclists. Hopefully the new cycleway will have the status of a special vehicle traffic lane and thus vehicles intending to cross it to get on to Hutt Rd should GIVE WAY to cyclists on the new cycleway.

To ensure vehicles don't advance on to the new wider cycleway waiting for a gap in traffic on Hutt Rd at commuter (and other) times could the speed humps proposed be made somewhat higher than normal to provide an audible signal to vehicle drivers that they must stop there and check for commuting cyclists in both directions before entering Hutt Rd? As well, some enforcement by traffic wardens would hopefully assist in educating errant drivers?

Removal of current street light poles in the middle of the current footpath

This is long overdue and the provision of lighting poles on the western side of Hutt Rd to illuminate both sides of the road is a good idea.

However further north of the rail overbridge there are several places where the untrimmed trees cause shadow areas on the current footpath at night. This problem could be fixed by:

- Regularly trimming the trees to prevent shadows on the footpath (not done now) or
- Extending the arms of the street lights so that the lanterns are ABOVE the footpath and not

- over the grass areas between the footpath and the motorway or
- Installing modern street lights on the western side of Hutt Rd (as is proposed further south) so that these new lights illuminate the footpath between the rail overbridge and Ngauranga, which is not the case at night at present.

Cycleway surface

The current cycleway/footpath surface is very uneven (dips followed by bumps when crossing vehicle driveways) and also leaving the cycleway to cross Westminster St and continue on the cycleway after Westminster St. On the other hand the ramps further south (near e.g. Guthrie Bowron) for entering and leaving the cycleway from the Hutt Rd are much smoother. The new cycleway and entrance/exit ramps need to be flat and smooth like the road surface on Hutt Rd.

The Next Stage of the cycleway south of Aotea overbridge?

Careful thought should be given to the possible routes for continuation of this proposed cycleway south of Aotea Quay overbridge to the Railway station to avoid the problems associated with The Parade cycleway in Island Bay, where the critics have labelled it a *Cycleway to Nowhere* because the section through Berhampore and further north to the Basin Reserve is very complicated and hasn't been sorted out yet.

Probably cyclists would favour continuing along Thorndon Quay to Featherston St as they do now, but there will no doubt be howls of protest from business owners in Thorndon Quay over loss of car parks and the hopeful demise of the WCC beloved 90 degree angle parking there at present.

On the other hand the northern end of the Hutt Rd cycleway proposed would link with the section of the Great Harbour Way section from Ngauranga to Petone and would be a smoother junction of the two sections of the cycleway.

However designing the new Hutt Rd cycleway from Ngauranga to Aotea Quay overbridge in isolation is NOT a good idea.

Hutt Road Cycle path – Submission

926

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Grant Chin	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Just my two cents: it seems slightly over generous having 4m wide cycle lanes? If the footpath was say 1.5m for pedestrians and 2.5m for cyclists (enough two two cyclists to pass by each other safely), then there could be a bit more room for parking or vehicle lanes on the road? I am assuming that the pedestrian and cycle traffic is relatively minor along there, and some of the recent cycleway changes elsewhere seem to have come at a cost to motorists, who are by far the main users of the roads. Maybe there is a prediction of a massive increase in cycleway usage in the near future?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

As above, if the footpath was say 1.5m for pedestrians and 2.5m for cyclists (enough two two cyclists to pass by each other safely), then there could be a bit more room for parking or vehicle lanes on the road? I am assuming that the pedestrian and cycle

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

As above, if the footpath was say 1.5m for pedestrians and 2.5m for cyclists (enough two two cyclists to pass by each other safely), then there could be a bit more room for parking or vehicle lanes on the road? I am assuming that the pedestrian and cycle traffic is relatively minor along there.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Just my two cents: it seems slightly over generous having 4m wide cycle lanes? If the footpath was say 1.5m for pedestrians and 2.5m for cyclists (enough two two cyclists to pass by each other safely), then there could be a bit more room for parking or vehicle lanes on the road? I am assuming that the pedestrian and cycle traffic is relatively minor along there, and some of the recent cycleway changes elsewhere seem to have come at a cost to motorists, who are by far the main users of the roads. Maybe there is a prediction of a massive increase in cycleway usage in the near future?

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Hutt Road Cycle path – Submission

927

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
John Harvey	Ngaio	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

The concept of providing a dedicated walking/ running path is good. However the method by which it is achieved presents visibility hazards for motorists entering and exiting premises along the proposed route, and significantly reduces the current safety p

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

My experience of a user of the current cycleway over the past 10 years is there is the need to compensate for other users of the path. The design will make this better than it is today. Creation of further physical barriers between the cyclists and pedest

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I do not believe this proposal is ready to be progressed. It generates a greater risk to cyclists, while not delivering on the needs of other users. Further thought and discussion is required. Please see the attached document to support this statement.

Hutt Cycleway Proposal

12 April 2016

I have used the current cycleway to commute by bike to the CBD for the past 12 years. As a resident of Ngaio I have also accessed the business's located along the cycleway, and am therefore familiar with the challenges it poses to motorists.

The purpose of this proposal as set out in the supporting documentation is to provide a multi-modal solution (with a focus on sustainable modes) for the corridor, building on the previous work undertaken. The objectives of the project:

- Maintain or improve the level of service and safety of pedestrians;
- Improve the level of service and safety for people on bikes along identified study area;
- Improve the level of service for people using buses along identified routes;
- Maintain an acceptable level of service for general traffic movements;
- Minimise impacts on parking and increase parking supply if feasible; and
- Ensure implementation costs represent good value for money.

The primary concern this proposal creates relates to the safety of cyclists (bullet point 2). The Hutt Road Sustainable Transport report concluded that:

- Visibility to cyclists in both directions on the shared path from vehicles leaving properties and turning left or right onto Hutt Road is important as this is the cause of 67% of cyclist crashes on the shared path.
- Visibility to cyclists in both directions on the shared path from vehicles entering the premises from Hutt Road will become more important if kerbside parking is provided (vehicles turning in make up 20% of the crashes on the shared path).

It also noted that a greater proportion of the accidents occur for North bound cyclists, as drivers tend to look right as they pull onto the cycleway.

The fundamental assumption that this proposal makes is by moving cars off the current cycleway, space can be generated for the new pathway. This is offset by providing parking in the left lane of the South Bound road.

The consequence of this philosophy is that the visibility to cyclists is reduced even further due to the reduced visibility of kerbside parking.

Further to this point, in order to provide parking capacity, I note that minimum guidelines for sight lines have been adopted for the design to maximise the potential for parking spaces. The Proposed Traffic Resolution states that this may need to be modified or implement ITS to mitigate collision risk at some intersections. It makes no assertion as to how this will be determined, or why increasing the risk of the highest cause of accidents to cyclists this is consistent with the project objective to improve the safety for bikes along the study area.

The other safety concern raised by this proposal is the risk caused by cars in the newly provided kerbside parking opening their passenger doors into the path of North bound cyclists. Whilst the design provides for a 1 meter clearance, there is no practical way of enforcing that cars will align (or even be able to see) this boundary. It is not usual for passengers to look forwards when opening a kerbside door as passengers typically travel at slower speeds.

I note that this is a feature of the Island Bay cycleway that has recently been completed. I believe that the parameters and usage of this particular cycleway are somewhat different, but that project

has generated a degree of issues since its implementation, and it would seem prudent to take the opportunity to impart any learnings from that initiative into this proposal.

Whilst this proposal attempts to balance many factors, it appears to be failing to deliver on one of the key primary objectives.

I also note that the proposal fails to deliver on the required capacity of parking spaces. Whilst this does need to be balanced by all other road use drivers, it does mean that some drivers will be incentivised to park illegally as there are no other practical options provided. Within the feedback provided in the proposed traffic resolution it proposes that adjacent businesses might be able to provide temporary parking for workers who will be affected by the 7 to 9 parking restrictions. If this is a genuine option it would seem likely that these arrangements would be in place now, given the shortfall of current parking. Again this appears to be a compromise that this proposal is failing to deliver upon.

I recommend that the council take the opportunity to further engage with the community prior to proceeding with this proposal. It is a significant amount of money to spend on a proposal that seems to fail in at least one of its primary objectives, but does not deliver any other compensating improvements.

Thank you for considering this feedback.

John Harvey

Hutt Road Cycle path – Submission

928

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David Alto		Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

what I have written in recommendation 6 below

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

what I have written in recommendation 8 below

DO YOU HAVE ANY GENERAL COMMENTS?

While I like some of the ideas being proposed, there are too many issues with the current proposal therefore I cannot support the current proposal.

Hutt Road Cycleway and Transport Improvements Submission

1. *Do you support the proposed changes to Hutt Road?*

No

2. *Have you recently travelled along Hutt Road?*

Yes

3. *What mode of transport do you typically use?*

Car

4. *Do you support the proposed changes for people on foot?*

Yes, but please consider what I have written in recommendation 6 below.

5. *Is a painted white line enough to separate people on bikes from people on foot?*

No

6. *Do you support the proposed changes for people using buses?*

Don't know

7. *Do you support the proposed changes for people on bikes?*

No

8. *Do you support the proposed changes to parking?*

No

9. *Do you support the proposal to provide T2 transit lanes during peak periods?*

Yes, but please consider what I have written in recommendation 8 below

10. *Do you have any general comments?*

Please view my comments starting on the next page.

11. *Would you like to make an oral presentation to the Council committee in support of your submission?*

No

Thank you for giving us the opportunity to have our say regarding the Hutt Road transit lane and cycleway proposal.

I do not support the Hutt Road cycleway and other transport improvements.

While I like some of the ideas being proposed, there are too many issues with the current proposal therefore I cannot support the current proposal.

I drive and ride along Hutt Road. Improving the cycleway all the way to Petone as part of the Great Harbour Way may encourage me to cycle more often when the weather is good and if I can park at Ngauranga or Ngaio Gorge. Therefore, it is important to get the upgrades right.

The current proposal has many issues, including safety for all road users, congestion and additional weaving due to the proposed Hutt Road transit lane and cycleway proposal.

One of the biggest concerns for me is the Hutt Road proposal does not remove driveway conflicts, which is the cause of many accidents involving cyclists over the past two decades.

My preferred solution would be to build a cycleway on the sea side of the Urban Motorway between Ngauranga Gorge and Aotea Quay which would link to a future off road path along Aotea Quay into the CBD. I do understand we also need to provide an overbridge from the bottom of Ngaio Gorge. However, it goes without saying, we should be seriously considering this option despite the higher cost.

Another option I would also prefer is to put the cycleway between the railway line and the rear of buildings along Hutt Road. There are issues with Kiwirail regulations which could prevent this from happening.

I would like you to also consider the creation of a southbound slip lane similar to the one on Karo Drive, which would be shared by pedestrians, cyclists and the few cars which enter Hutt Road businesses. In the slip lane/shared space, cars will only be allowed to travel in a southbound direction at a slow speed, while people on bikes and on foot will be able to ride or walk in both directions. The median along Hutt Road will be removed so there is enough space for a shared space/slip lane on the Eastern side of Hutt Road. The shared space will be shared by pedestrians, cyclists and vehicles accessing businesses along Hutt Road. In this proposal, cars can park on Hutt Road during off peak periods and cars will not be able to turn right from Hutt Road into Hutt Road businesses. They will have to find designated U turn areas which will be created, U turn, then turn left into the slip lane before accessing businesses along Hutt Road.

A cycleway along Hutt Road is my least preferred option.

However, with that in mind, I do really like the idea of removing obstructions such as light poles, and separating cyclists and pedestrians, but please look at recommendation 6 for more details. I also like the additional pedestrian and cycling crossings at Jarden Mile but we should be looking at adding an extra left turn lane and changing the intersection slightly, as shown on recommendation 10.

Another concern to me is the significant additional delays for single occupant vehicles of nearly three minutes on average, and the loss of intersection performance from LOS D to LOS F at Kaiwharawhara Road. This suggests the delays may have the potential to exceed ten minutes on some days because the stated delays are "averaged out".

While I quite like the idea of a transit lane, I believe it should only be between Westminster Street and the NIMT overbridge for both directions. My reasoning is on recommendation 8. It is important to note the two states of the world at the end of recommendation 8.

I am also concerned about the additional weaving and lane changes single occupant vehicles may have to do, such as crossing two lanes in 50m when heading southbound towards the Aotea Quay off ramp. This will cause safety issues, and increased congestion for all road users, therefore it is important we follow recommendation 8.

I also suggest we investigate how we can increase the provision of all day parking around the bottom of Ngauranga and Ngaio Gorges **without** resorting to demand management methods. This is because there is a strong demand for parking spaces in this area for people who bus or cycle into the CBD, which itself is a sustainable mode of transport.

A large loss of all day parking and/or using demand management methods may mean people will just drive all the way into the CBD instead.

With my recommendations, we can make Hutt Road better for all road users.

My recommendations are as follows. Recommendations 1 to 6 will cover cycling safety and clearways. Recommendations 7 to 11 will cover the transit lane, the potential for additional off peak parking on the left hand northbound lane and intersection design of the Jarden Mile intersection. My reasoning will be below.

1. Flip the footpath and the cycleway around. I.e the footpath would be the closest to the road.
2. Do not build the bus stop bypasses.
3. The morning clearway should be extended to 9:30am
4. Afternoon peak period clearway for the left hand southbound lane and PM peak turning restrictions.
5. Combine both entrances into Spotlight into the Kaiwharawhara Road traffic signals.
6. Separate the footpath and cycleway.
7. Remove the bicycle stop boxes and bicycle friendly marking on the "road" section of Hutt Road.
8. The transit lane will only be between the NIMT overbridge and Westminster Street in both directions.
9. Additional parking should be added on the left hand northbound lane for use during **off peak** periods.
10. Modify the Jarden Mile intersection.
11. Electronic merging signs

Recommendation 1 - Flip the footpath and the cycleway around.

I believe the footpath and the cycleway should be flipped. This means the cycleway would be where the proposed footpath will be and the footpath would be where the cycleway would be. This would provide additional safety for people on bikes as vehicles turning into Hutt Road businesses can do a sudden emergency stop if they fail to spot a cyclist on the cycleway. Under the current proposal, bicycles users could be obscured by parked cars and won't stop until it is too late. Even with warning systems, mistakes can and will happen, therefore providing some space for vehicles turning into businesses to do an emergency stop if they spot a cyclist is important. Flipping the two around will allow a wider walkway to be built as there would be no need for a buffer beside parked cars.

Turning out of businesses could have some problems. However, flipping the walkway and cycleway and providing a 1m-1.5m buffer between the cycleway between the driveway and cycleway means cars can clearly see cyclists coming in both directions. Once the cycleway is clear, cars can proceed forward until they see beyond the parked cars (or nothing during the clearway).

I.e. For vehicles turning out of businesses along Hutt Road, they should do a "double give way". The first give way would be to give way to cyclists on the path. They would then inch forward to the next give way, to give way to cars travelling along Hutt Road before turning onto Hutt Road.

Having to worry about giving way to cyclists and cars at the same time may be challenging for some road users, leading to mistakes and collisions. This is something we do not want at all!

I also believe we can improve the bicycle warning systems along Hutt Road because they rarely work, or they flash even though there are no cyclists coming.

Recommendation 2 - Do not build bus stop bypasses.

As bus users will not have to cross the cycleway to get onto the footpath, there is no need to build bus stop bypasses.

Recommendation 3 - The morning clearway should be extended to 9:30am

This is to reflect the lengthening peak period. Using my personal observations and Google Maps, congestion along Hutt Road still occurs after 9am. Therefore, the southbound clearway should be lengthened to 9:30am.

Using information from Google Maps yields these results

Jarden Mile to Railway Station journey times										
Time	6:55am	7:15am	7:35am	7:55am	8:15am	8:35am	8:55am	9:15am	9:35am	9:55am
Average (mins)	8	8.5	10.5	11	13	12	9.5	8.5	7	7
Minimum (mins)	7	7	7	8	8	8	7	7	6	6
Maximum (mins)	9	10	14	14	18	16	12	10	8	8

Recommendation 4 - Afternoon peak period clearway for the left hand southbound lane and PM peak turning restrictions.

As there will be a large number of cyclists on the Hutt Road cycleway in the afternoon peak period, a southbound clearway should be used so parked cars do not obscure cyclists. This may make things safer for people on bikes.

I also believe we should ban right turns from Hutt Road into businesses along the eastern side of the road during the PM peak period. This is because many people turning right into businesses such as Spotlight or Placemakers are not aware of cyclists heading in the northbound direction. It is really easy to make that mistake of not checking for northbound cyclists, and it would be difficult to spot faster moving cyclists on the path.

Instead, WCC should encourage people to u turn where possible, then turn left into the businesses along Hutt Road.

Recommendation 5 - Combine both entrances into Spotlight into the Kaiwharawhara Road traffic signals.

As an occasional user of the existing shared user path, I find the Spotlight entrances to be the most dangerous and I suspect it has the highest vehicle movements crossing the current shared pathway except for Westminster Street. I have had several close calls here. I believe the two entrances and exits to Spotlight can be combined into one at the traffic signal intersection of Kaiwharawhara Road and Hutt Road. This will make things easier for people turning right into Spotlight, and people exiting Spotlight to go in a northbound direction.

What I propose is the following:

- 1) Purchase more Spotlight parking land for the entrance, cycleway and bus stop
- 2) Turn the Kaiwharawhara Road intersection into a true standard four way intersection.
- 3) Combine the southbound bus stops as a recessed bus stop just south of the intersection (making the stop closer to the traffic signals rather than further away as proposed by WCC).
- 4) Build over more of the stream to provide compensatory car parking space for Spotlight.
- 5) Turning restrictions between 7am-9:30am and 4pm-6pm. A more detailed explanation is below.

I would like to see some turning restrictions during peak periods to maintain safety, vehicle throughput and ensure there is sufficient green time for Hutt Road. There is little additional roadspace to create a dedicated right turn lane for vehicles heading into Spotlight. Therefore, **I would like to ban right hand turns from Hutt Road into Spotlight between 7am-9:30am and 4pm-6pm if the two Spotlight entrances are combined under this proposal.**

As competition for road space is highest along here and the Kaiwharawhara Road intersection is the main cause of congestion along Hutt Road, I believe the intersection should have some changes regardless of whether the two entrances into Spotlight are combined into one.

If the two entrances into Spotlight are NOT combined into one, I would like to turn right from Hutt Road onto Kaiwharawhara Road outside of the designated green arrow time. The current green arrow time is too short during busy periods. Allowing cars to turn right when the northbound

carriageway also has the green light phase would allow more vehicles to turn right into Kaiwharawhara Road so the queue will not encroach onto the citybound lanes.

What I would like to see is shown in Figure 1 below, if nothing is done to the Spotlight entrances.

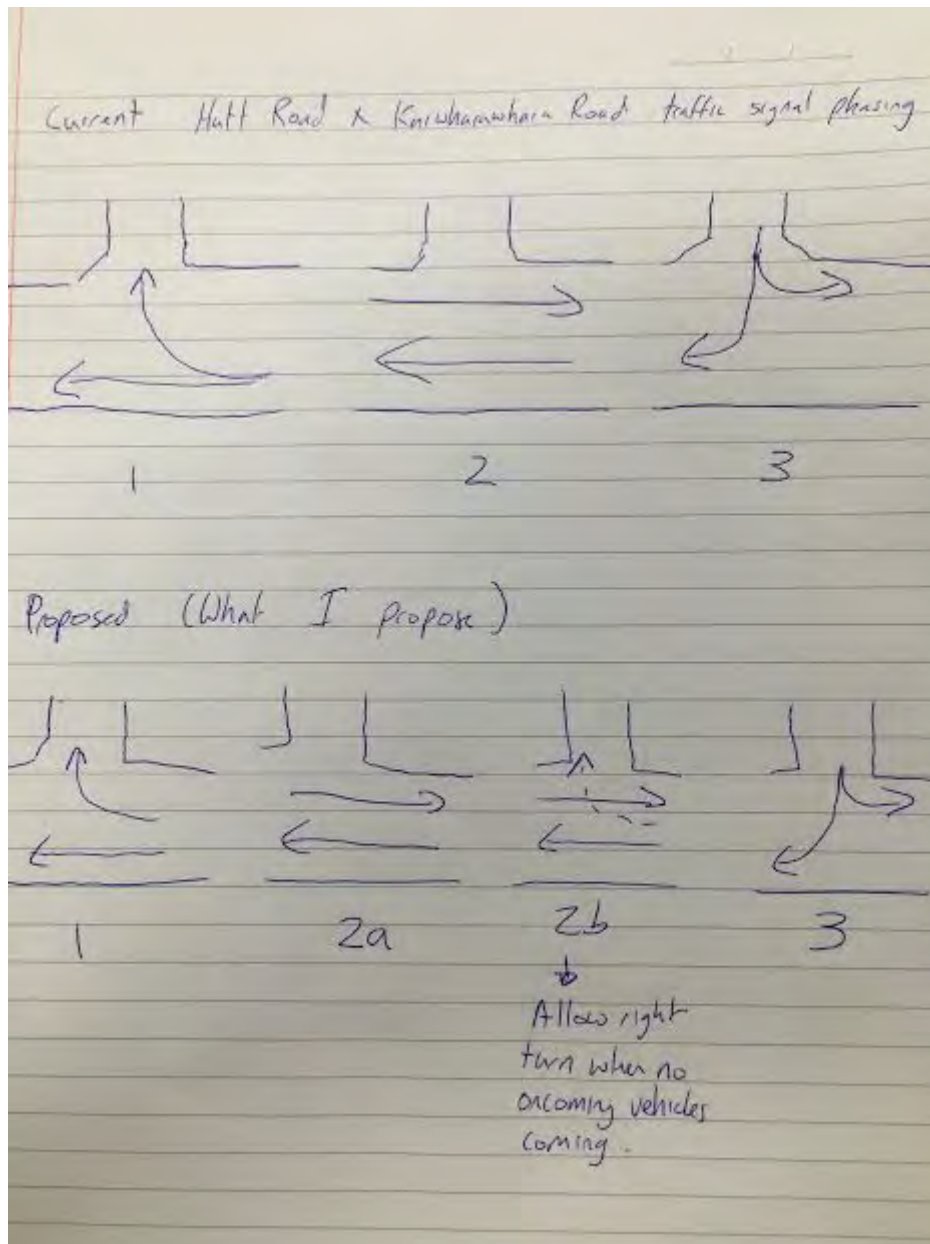


Figure 1

Recommendation 6 – Physically separate the footpath and cycleway.

I would like to see some degree of separation between cyclists and pedestrians. This could be done by adding plastic yellow poles at set intervals and/or a low kerb between the cycleway and walkway.

I would also like the cycleway to be painted green for its whole length to further highlight the difference between the walkway and cycleway.

The current proposal of painting the cycleway green along driveways only, is not acceptable.

Recommendation 7 - Remove the bicycle stop boxes and bicycle friendly marking on the “road” section of Hutt Road.

There are some green bicycle markings along the shoulder of Hutt Road and bicycle stop boxes in intersection along Hutt Road. I believe it is totally unnecessary because a new cycleway will be built alongside the road. The (very narrow) road shoulder is sometimes littered in debris or glass so cyclists on the road will have to use the T2 lane which will hold up buses and carpoolers. This is not an acceptable solution and will only fuel the divide between vehicle users and cyclists.

Providing bicycle markings on the road will encourage bicycles to use the road rather than the new cyclepath. It is potentially an admission the cycle path is not fit for all cyclists. We should be designing cycleways to be able to be used for all cyclists, ranging from children all the way up to commuter and sporty cyclists.

I believe we should be actively discouraging people on bikes from using the road, and we should be actively encouraging people on bikes to use the cycleway itself which has to be fit for purpose for all cyclists.

***Please note there is a discrepancy on page 19 of TR 15-16. There are bicycle stop boxes and “lead lines” at the Kaiwharawhara Road intersection.** I believe they should be removed or be left to fade to encourage people on bikes to use the cycleway.

Recommendation 8 - The transit lane will only be between the NIMT overbridge and Westminster Street in both directions

Why should we NOT have a transit lane between the Aotea Quay overbridge and Westminster Street?

A transit lane between Kaiwharawhara Road and Aotea Quay will reduce safety for vehicles, increase congestion and provide very minimal improvements for bus users. Single occupant vehicles heading southbound and exiting at the Aotea Quay overbridge will need to change two lanes in the space of 50 meters. That is not acceptable. Under the current proposal, there would be a massive amount of weaving which would reduce road capacity, increase the likelihood and severity of crashes and increase delays for all bus and vehicle users.

In the northbound direction, the transit lane should start at Westminster Street, i.e. north of the Kaiwharawhara road intersection. This will maximise vehicular throughput at this busy intersection.

There is no need for a southbound transit lane between Kaiwharawhara Road and the Aotea Quay overbridge. A transit lane along this stretch of road will only reduce travel times for buses by 14 seconds which is insignificant.

The southern end of the transit lane should be at Westminster Street. This will maximise intersectional throughput southbound on Hutt Road at the Kaiwharawhara Road intersection, reducing the 2+ minute additional delays for single occupant vehicles, while ensuring faster bus journeys and journey reliability time for buses.

Why should we NOT have a transit lane between the NIMT overbridge and Jarden Mile?

The transit lane should begin at the NIMT overbridge rather than at Jarden Mile at its northern end for several reasons. One reason is that vehicles heading in the southbound direction, there would be more time to merge into the right lane.

Heading northbound, the SH2 onramp queue usually extends beyond the existing right turn bay. During “bad” days, the queue can extend all the way to the NIMT overbridge. With ramp signalling proposed on the SH2 onramp, this will only lengthen queues further meaning single occupant vehicles heading towards SH1 will most likely ignore the T2 lane restrictions and use it anyway.

Hutt Valley bound buses will be unable to use the T2 lane north of the NIMT overbridge and the queue jump at the Jarden Mile intersection therefore those buses will face additional delays unless the recommendations I have made in recommendation 10 are enacted.

It would be more prudent to reduce the flow of SH1 bound traffic on Hutt Road by making the right northbound lane north of the NIMT overbridge as a SH2 only lane, with SH1 bound traffic using the left lane. This will speed up bus trips as the single SH1 bound lane on Hutt Road will split into two SH1 bound lanes at the Jarden Mile intersection.

What I propose can be seen from figure 2 below.

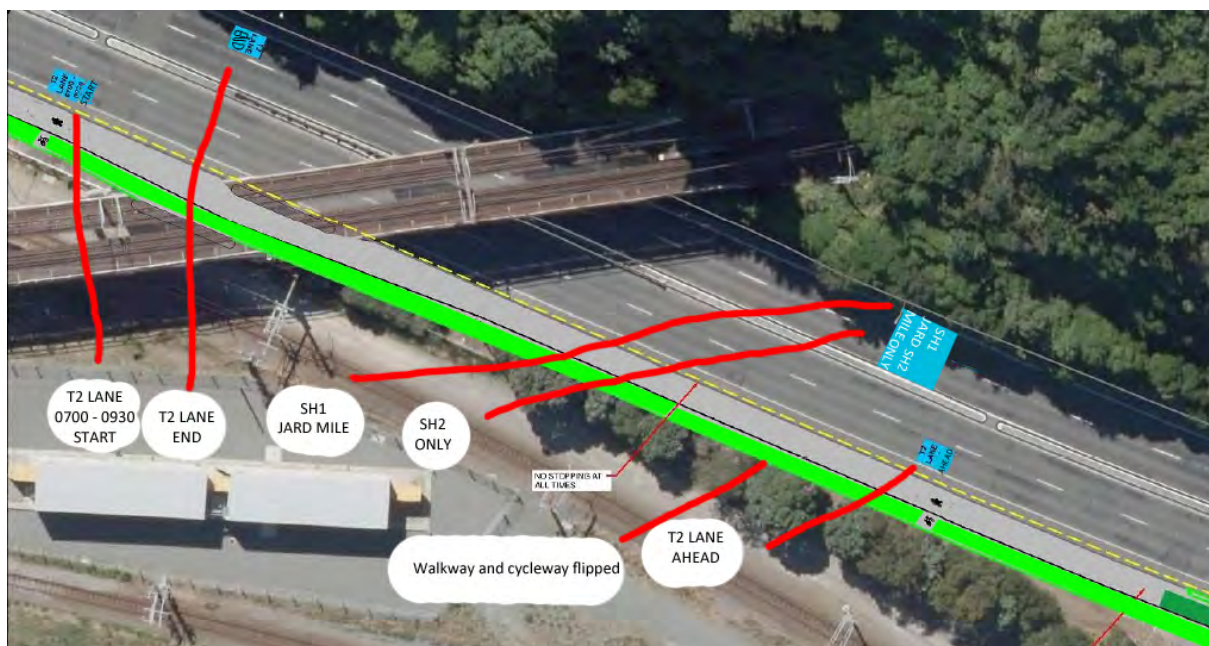


Figure 2 – NIMT Overbridge. Modified Page 30 of TR15-16

The two states of the world regarding transit lanes

Regarding transit lanes on Hutt Road, there are two states of the world. One where there would be no change in travel patterns, and another where there is. The Opus report does not consider the fact there are a significant number of carpoolers driving into the city centre. The occupancy rate of vehicles at the Aotea Quay offramp is approximately 1.4. This suggests that at least 35% of vehicles on the Urban Motorway that carry two or more passengers. That in itself is a significant number.

What it could mean is that there is a shift of routes by single occupant vehicles and carpoolers. Single occupant vehicles will shift from Hutt Road to the Urban Motorway and vehicles carrying 2 or more passengers will shift to Hutt Road. Under this state of the world, any benefits for carpoolers and buses could be wiped out.

Recommendation 9 – Additional off-peak parking should be provided on one of the northbound lanes

As traffic volumes are low during **off peak** periods, parking could be provided by allowing vehicles to park in the left hand northbound lane between Kaiwharawhara Road and Onslow Road at all times **except between 3pm to 6:30pm on weekdays**. This will provide some parking for workers along Hutt Road and also encourage people on bikes to use the new cycleway rather than the road.

In this case, workers along Hutt Road can park their vehicles on the western side of Hutt Road in the morning, before moving their vehicles onto off street parking or a side street before 3pm.

Recommendation 10 – Jarden Mile intersection

The Hutt Road onramp is expected to have ramp signalling installed in the near future. With that in mind, the queue length for the right turn onto SH2 onramp from Hutt Road will increase significantly. It would be prudent to provide an additional right turn lane onto the SH2 onramp as it would reduce queue lengths. On “bad” days, the SH2 onramp queue can stretch beyond the NIMT overbridge at present (this is also relevant for recommendation 8). With ramp signalling, this will make it worse. An extra right turn lane will reduce queue lengths as the queue will be split between two lanes.

The right hand lane on SH2 north of the NIMT overbridge should be marked as an SH2 only lane. As mentioned on recommendation 8, reducing SH1 bound vehicles and buses to one lane will actually reduce congestion and make bus trips faster as the single SH1 bound lane turns into two at the Jarden Mile intersection.

With that in mind, I also propose some more changes. As a result of providing an additional right turning lane, the northbound bus queue jump will be removed. This will have a minimal impact on buses. Removing the bus queue jump, bus merge and making minor changes to the road layout will also make it easier for vehicles heading from SH2 to SH1 to stay in their lane while making the right hand turn, reducing the probability of accidents occurring on this stretch.

I also propose an additional left turn lane on the SH2 offramp onto Hutt Road, and converting the current merge into a Give Way. This is similar to the intersection of Victoria Parade and Hoddle Street as shown on Figure 3 below.



Figure 3

The bicycle stop boxes are not needed as people on bikes will be using the cycleway.

A diagram of what I propose at the Jarden Mile intersection is on Figure 4 on the next page.

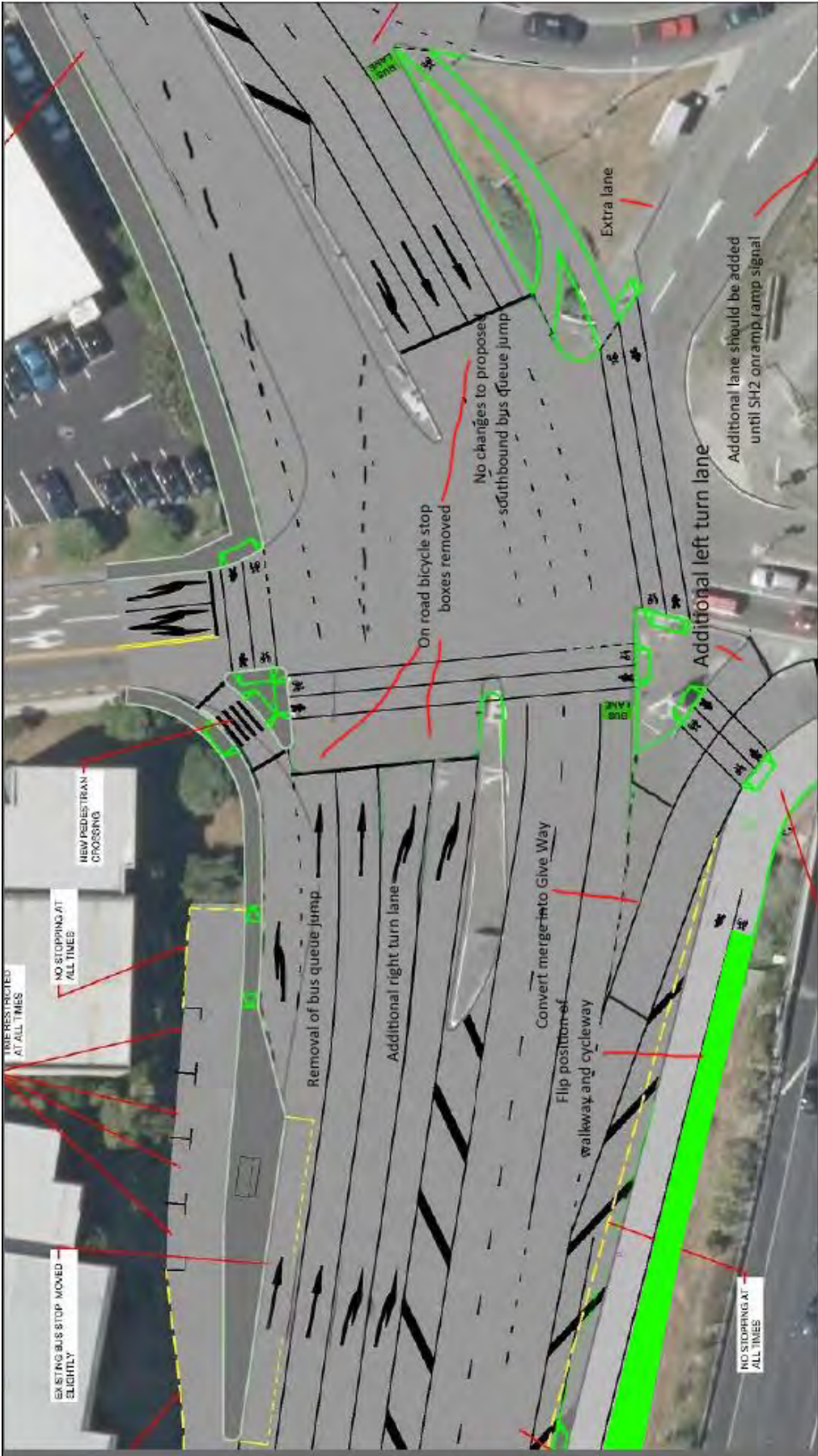


Figure 4 – Jarden Mile intersection modified

Recommendation 11 – Electronic merging signs

I would like to request we add electronic merging signs north of Onslow Road in the southbound direction, and just north of the Kaiwharawhara Road intersection in the northbound direction, if all my recommendations are followed. This should alert road users that two lanes will merge into one before they encounter parked cars in off peak periods. I would hope the signs would be similar to the ones along Mana Esplanade which alert drivers when the clearway is operating or not.

Without the electronic merging signs, we could see another “Victoria Street” where drivers are confused when the clearway (and transit lane) is operating or not, resulting in frustration, confusion and congestion.

Conclusion

Overall, I have significant concerns about the current proposal for Hutt Road. However, I believe we can make Hutt Road better for everyone if we followed all of my recommendations.

Once again, thank you for giving us the opportunity to have our say.

If you need me to clarify any details, please contact me via return email

Hutt Road Cycle path – Submission

929

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Craig Mathews	Northland	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)
Making the footpath narrower and certainly not a shared space with cyclists - conflict between pedestrians and commuter cyclists is a terrible idea and totally inconsistent with surveys of cyclist's preferences (which begs the question why a survey wasn't

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)
Putting a cycling lane next to the T2 lane, at road level. A bike lane next to a T2 lane works well in Auckland and is safer with the reduced traffic volumes in those lanes.

DO YOU HAVE ANY GENERAL COMMENTS?

Please, please, please do not create a segregated bike lane like that proposed. It is not consistent with this survey of commuter preferences: <http://bit.ly/1Q4cGw8> (and attached). This is the same cohort of commuters - the conclusion was clear - Cyclists do not want confined lanes and do not want to share lanes with pedestrians. This does not solve the issue of vehicles pulling out of businesses like Placemakers and across the bike lane.
Having the cycle lane at the same level as the road would result in vehicles pulling out of businesses giving it

more respect.

The process that the council is using to "consult" on these new alternatives is totally unacceptable. I fear that this "consultation" is nothing more than lip service and this design is already fait accompli - why have you already invested so much in videos etc?

The crash data document from Opus is useless and obviously wasn't referenced - "The majority (67%, 10) of the crashes involved vehicles turning out of entranceways onto Hutt Road and failing to see the approaching cyclists." This design does absolutely nothing to resolve that issue.

Where is the survey of what commuters on that route actually want?? All you do is talk to Cycle Action Wellington who are totally unrepresentative of the Wellington cycling community, they believe they are the resident experts on cycle safety when they are just zealots pushing the barrow of segregated lanes.

Ngauranga to Petone Cycleway

Cyclist survey findings

The findings and analysis of an internet user survey carried out in May 2012 along with focus groups held between May and August 2012 with cyclists or potential cyclists using the corridor between the Hutt and Wellington. A summary and analysis of the findings and key conclusions.

Effective from October 2012



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Published October 2012

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Wellington 6141

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Record of amendments

Amendment number	Description of change	Effective date	Updated by

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Appendix 1 Web Survey

Appendix 2 Scenarios Presented to Cycle Focus Groups

Internet Survey

Methodology

A simple internet based survey was prepared which was distributed via mailing lists of Cycle Aware Wellington leading recipients to the web link <https://www.surveymonkey.com/s/petone-ngauranga-cycling> between 14 and 27 May 2012. This proved a successful dissemination method as a total of 708 responses were received in around 2 weeks. The survey is attached at Appendix 1.

The survey measured cyclist usage and satisfaction of the current southbound cycleway. The survey asked 14 questions in total including what local cyclists think about the existing cycling facilities and what would encourage them to cycle more between Ngauranga and Petone in Wellington.

The surveys were compiled and filtered to assess the data based on current cyclists and those not currently cycling between Wellington and Hutt Valley. The survey included tick box questions to allow an easy filter process when compiling the data into categories as well as open ended questions to gather opinions.

The data was disaggregated to compare the results of different groups. The data was initially split into those who cycle between Wellington and the Hutt Valley and those who do not, then further disaggregated to reflect the reasons for cycling. This included three categories, those who cycle for commuting/business, for leisure or for both commuting and leisure. Comparisons were also made between the respondents who do and the respondents who do not use the southbound cycleway.

It was identified during analysis that it would have been useful if the survey had enabled identification of origin/destination suburbs. This would have allowed the identification of whether the origins and destination influenced cycling habits. To approximate this response, the general description provided by respondents of their most frequent journey was used to split the respondents into two groups. The first group cycled between Wellington and any area north of Petone. The second group cycled between Wellington and Petone or any area south of Petone, including Eastbourne, Wainuiomata and Korokoro.

Results

General

Of people who responded to the survey, 67% were male and 33% were female. Almost 50% of respondents fell into the 36-50 year age bracket, while 29% were between 21 and 35 years and 17% between 51 and 65 years. Respondents under 21 years and over 65 years accounted for only 4% of the total.

Figure 1.1 Gender Split

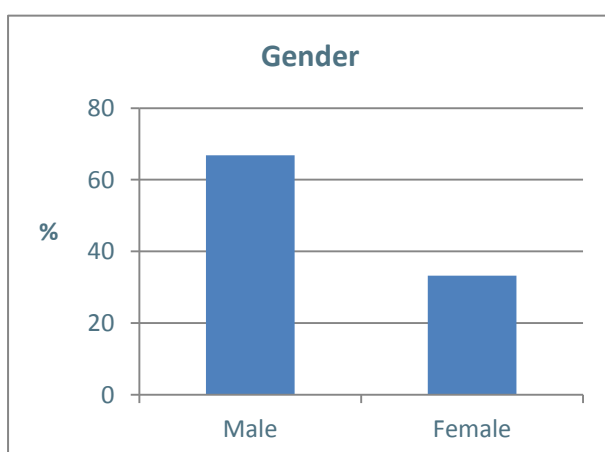
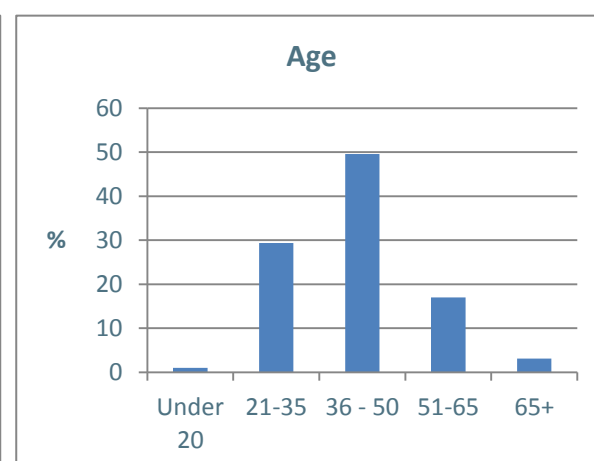
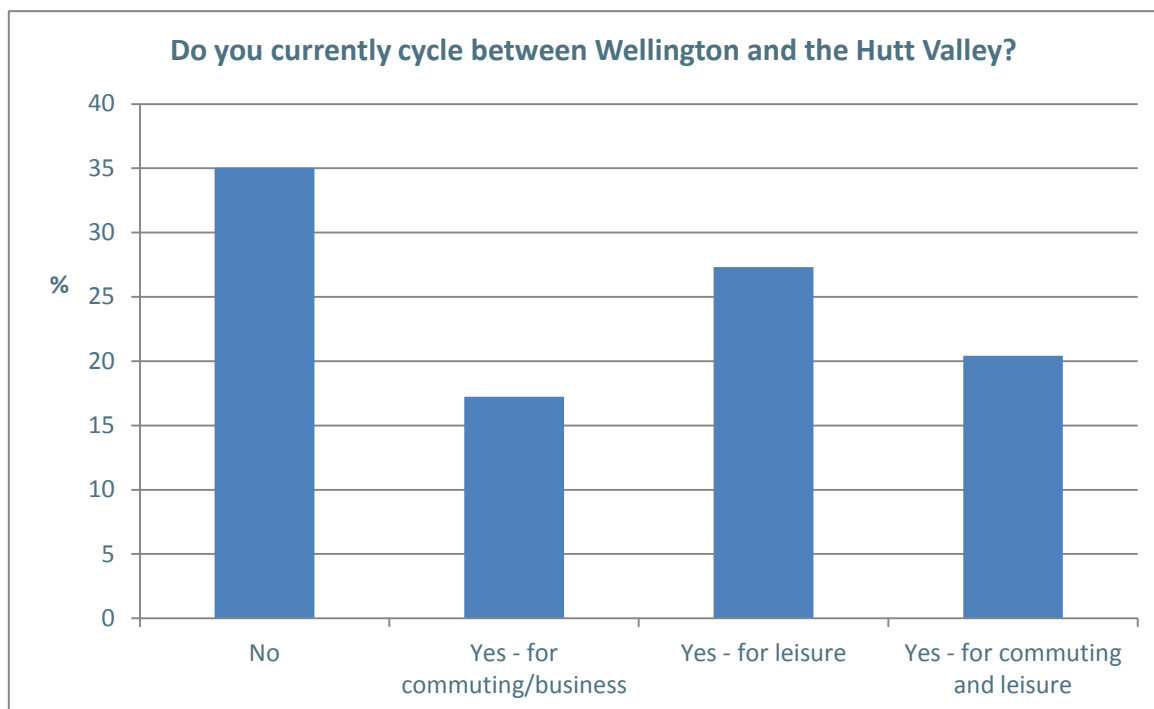


Figure 1.2 Age Breakdown



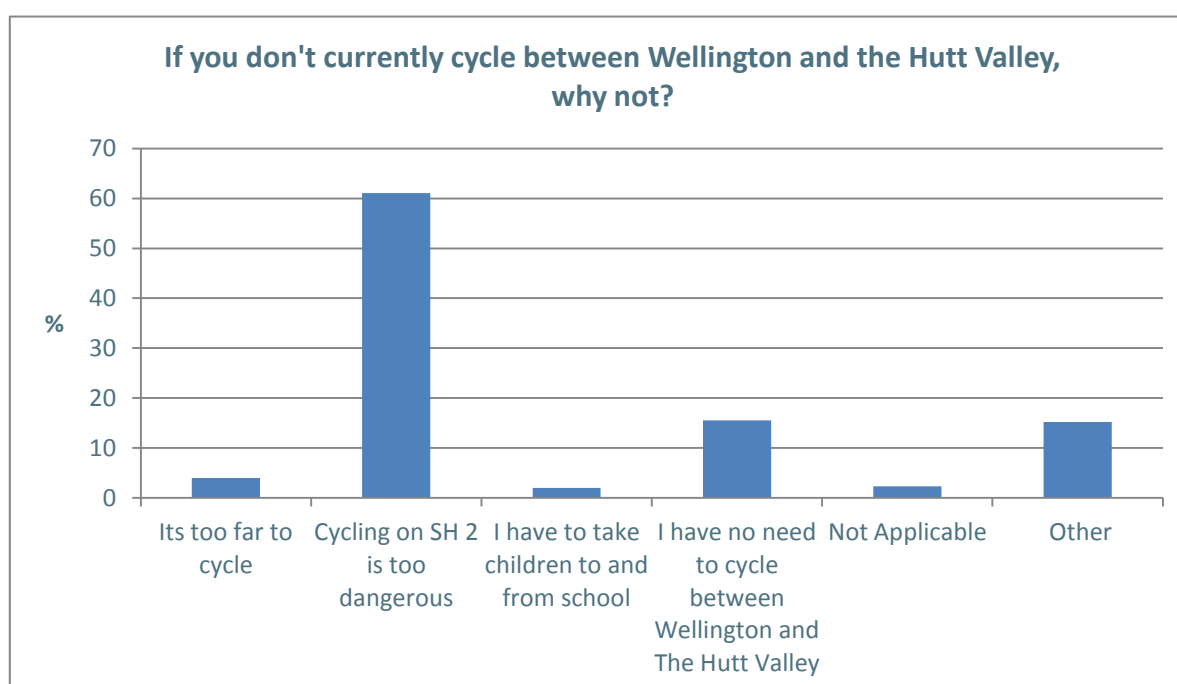
Of the respondents, 35% do not currently cycle between Wellington and the Hutt Valley. Of the 65% who do currently cycle between Wellington and the Hutt Valley, 17% cycle for commuting or business, 27% for leisure and 20% cycle for both commuting and leisure.

Figure 1.3 Cycling Habits between Wellington and Hutt Valley



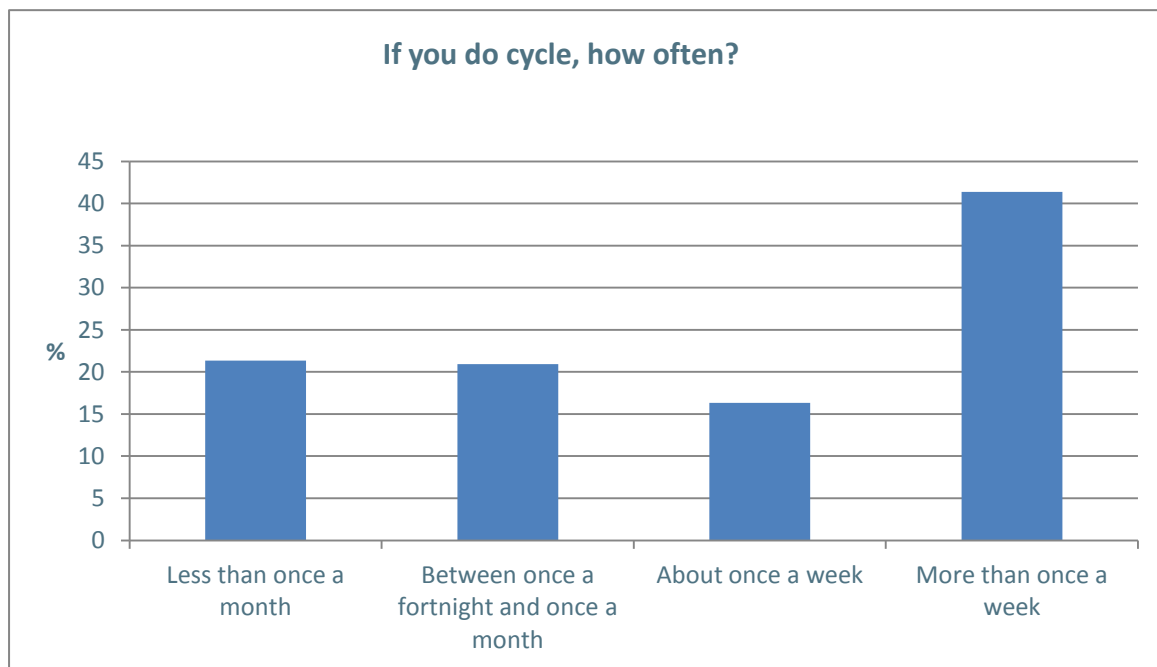
Of those who do not cycle 61% selected that State Highway 2 (SH2) is too dangerous as the reason they didn't cycle. 15% have no need to cycle between Wellington and the Hutt Valley, 4% found it too far to cycle, 2% responded that it was not practical because they have to transport children to and from school and 15% had 'other' reasons.

Figure 1.4 Reasons for Not Cycling



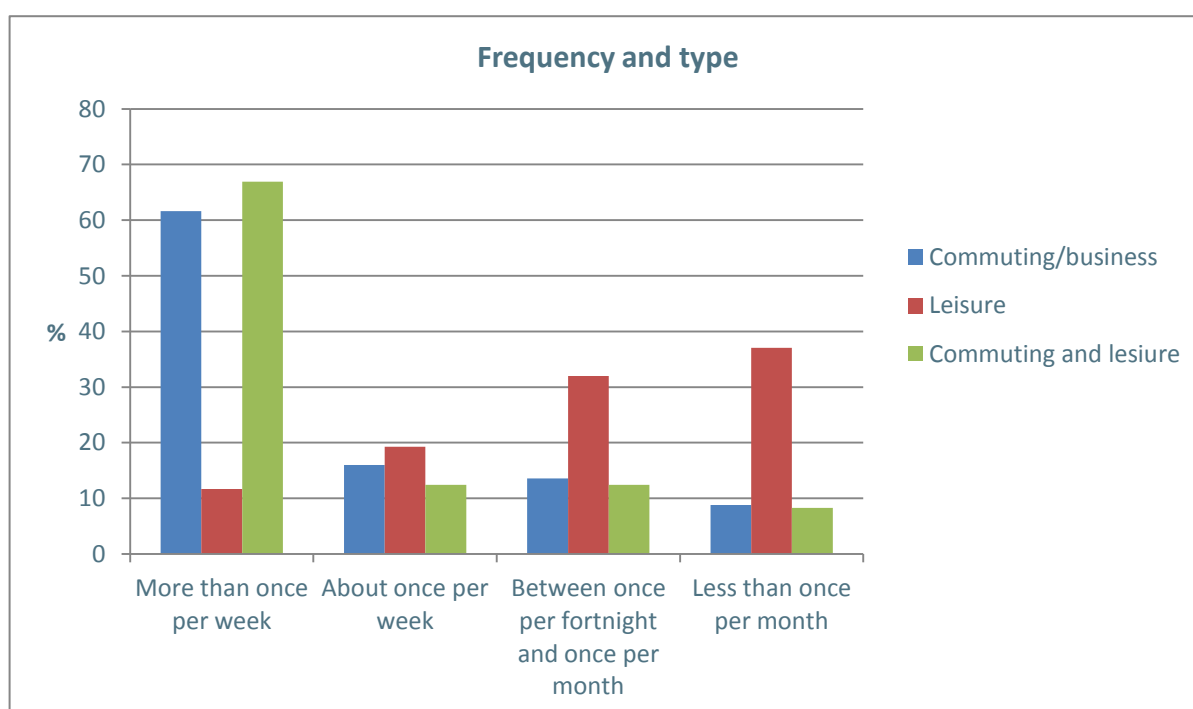
Of the 65% who currently cycle between Wellington and the Hutt Valley, 41% cycle more than once a week, 16% cycle about once a week, 21% cycle between once a fortnight and once a month and the remaining 21% cycle less than once a month.

Figure 1.5 Frequency of Cycling



The majority of cyclists cycling between Wellington and the Hutt Valley on a regular basis (more than once a week) are those who commute by cycling and those who cycle for both commuting and leisure. As the frequency of cycling decreases, so does the number of commuter cyclists. The number of cyclists who cycle solely for leisure purposes increase as the frequency of cycling decreases. This shows that those who cycle less frequently predominantly cycle for leisure purposes only.

Figure 1.6 Frequency of Cycling by Type of Cycling

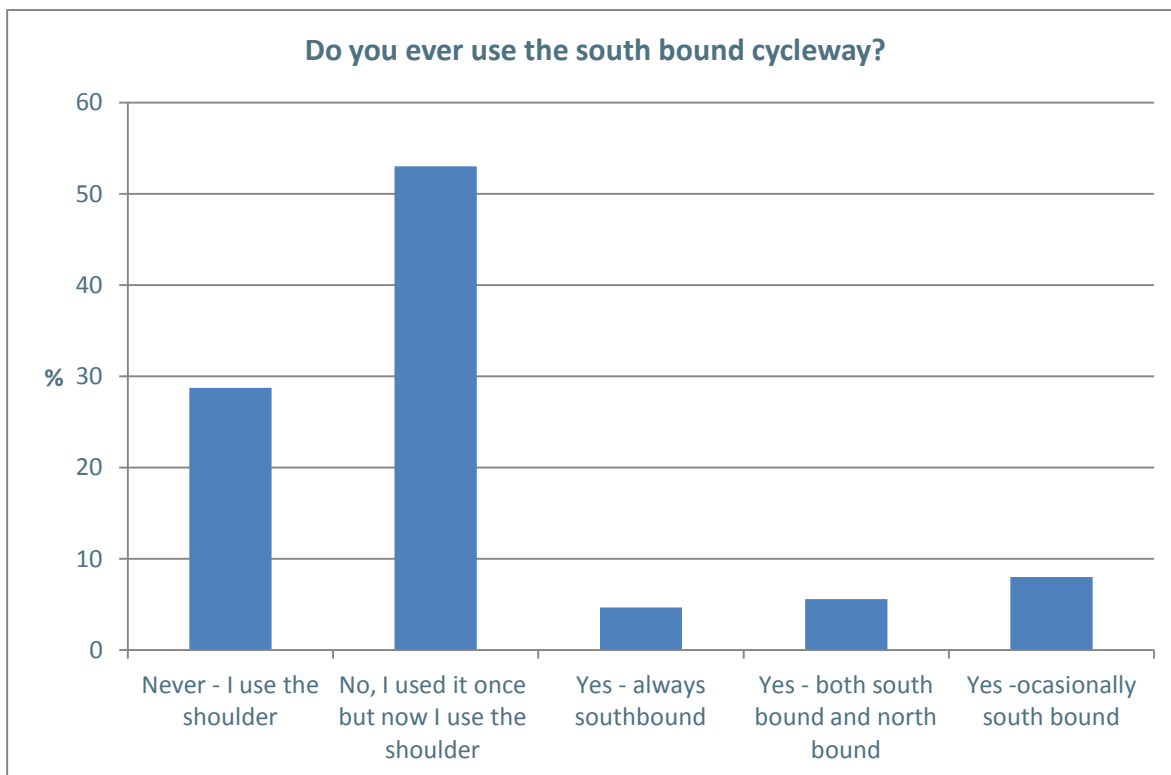


Do you use the Cycleway?

Of the respondents who do cycle, 82% do not use the current southbound cycleway between Petone and Wellington. 53% said that they had used the cycleway once but now use the shoulder of SH2 and the remaining 29% never use the cycleway. 5% of respondents always use the southbound cycleway; 6% use the cycleway both north and southbound. 8% use the southbound cycleway occasionally.

By deduction we can infer that of those responding to this survey, 82% are confident cyclists, and 18% can be considered less confident.

Figure 1.7 Use of the Cycleway



The table below shows the common reasons cyclists do not use the current cycleway.

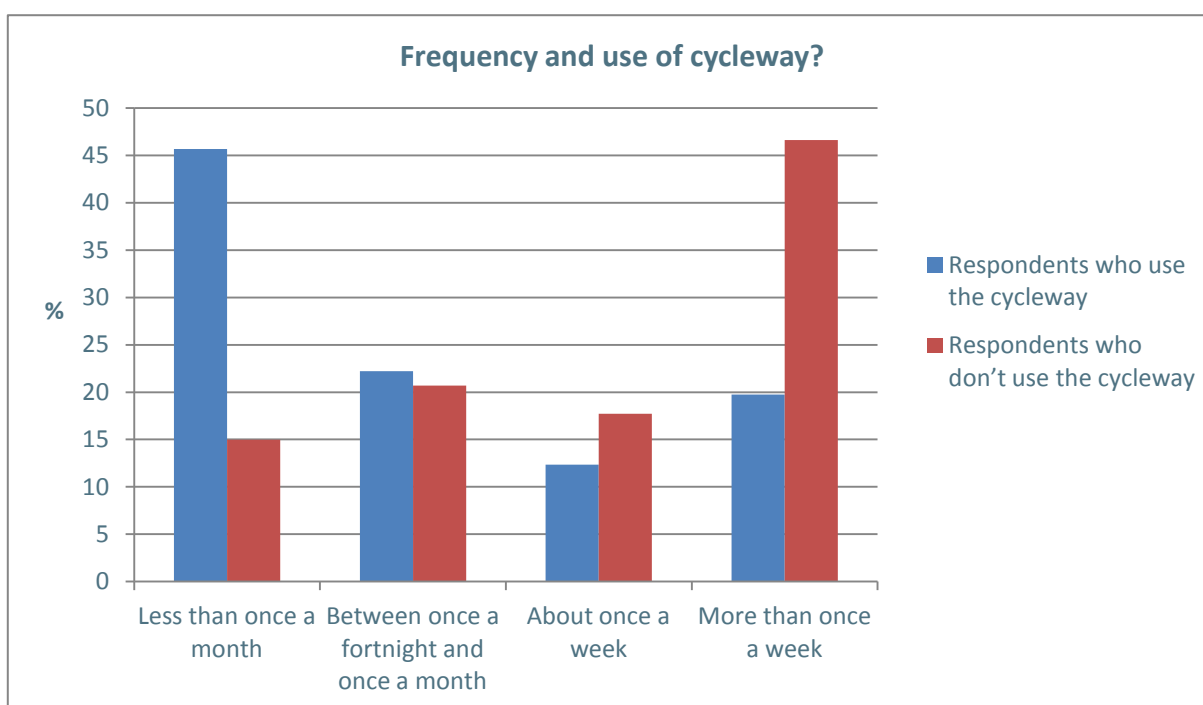
Table 1.1 Reasons for Not Using Cycleway

Main Reasons For Cyclists Not Using The Current Southbound Cycleway	
1	The condition of the cycleway is poorly maintained, glass, debris and rubbish present
2	The quality of the surface is poor
3	The cycleway is too narrow in places to overtake
4	The cycleway does not allow cyclists to maintain a high continuous speed
5	The cycleway is prone to flooding in poor weather
6	The cycleway is poorly lit at night

Cycling Frequency and Use of the Cycleway

Cyclists who cycle more than once a week tend to be those who do not use the cycleway. Users of the cycleway tend to be those who cycle less frequently (less than once a month). Those who cycle more frequently are likely to be commuter cyclists or cyclists for both commuting and leisure purposes. The table below demonstrates the relationship between frequency of cycling and use of the cycleway.

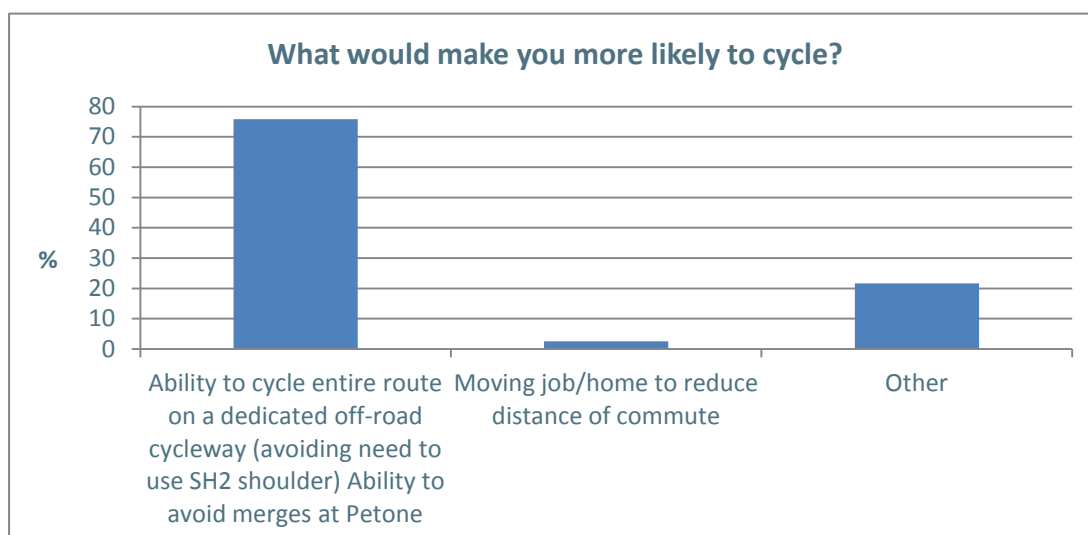
Figure 1.8 Frequency and Use of Cycleway



What would make you more likely to cycle?

Respondents were asked to identify the one thing that would make them more likely to cycle. Of the total number of respondents 76% said the ability to cycle the entire route on a dedicated cycleway (avoiding the need to use the SH2 shoulder) and the ability to avoid merges at Petone would make them more likely to cycle.

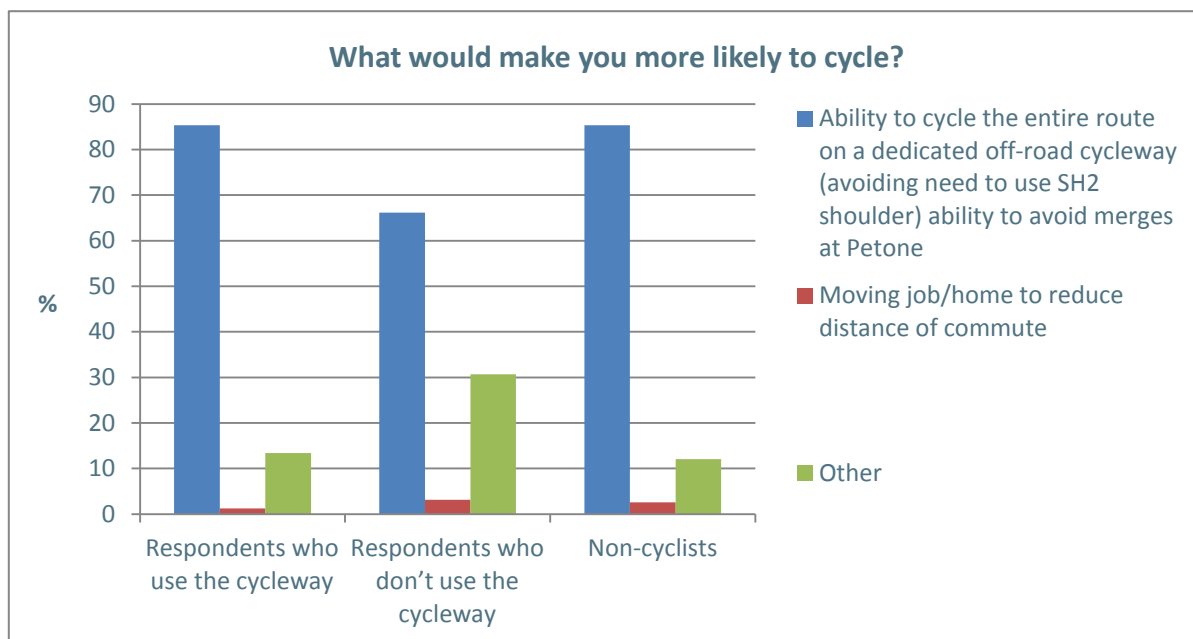
Figure 1.9 Incentives to Cycle



Breaking this down further, 85% of those who currently use the southbound cycleway, 66% of those who do not use the cycleway and 85% of people who do not currently cycle at all, listed the ability to cycle the entire route on a dedicated off road cycleway would make them more likely to cycle.

This result indicates that more confident cyclists (ie those who do not use the cycleway but currently cycle) are less likely to be encouraged to cycle more by the creation of an off-road route. Less confident cyclists are more likely to think an off-road route would make them more likely to cycle.

Figure 1.10 Incentives for Cycling by type of Cyclist



The eight common themes identified from the 'other' category are shown in the table below.

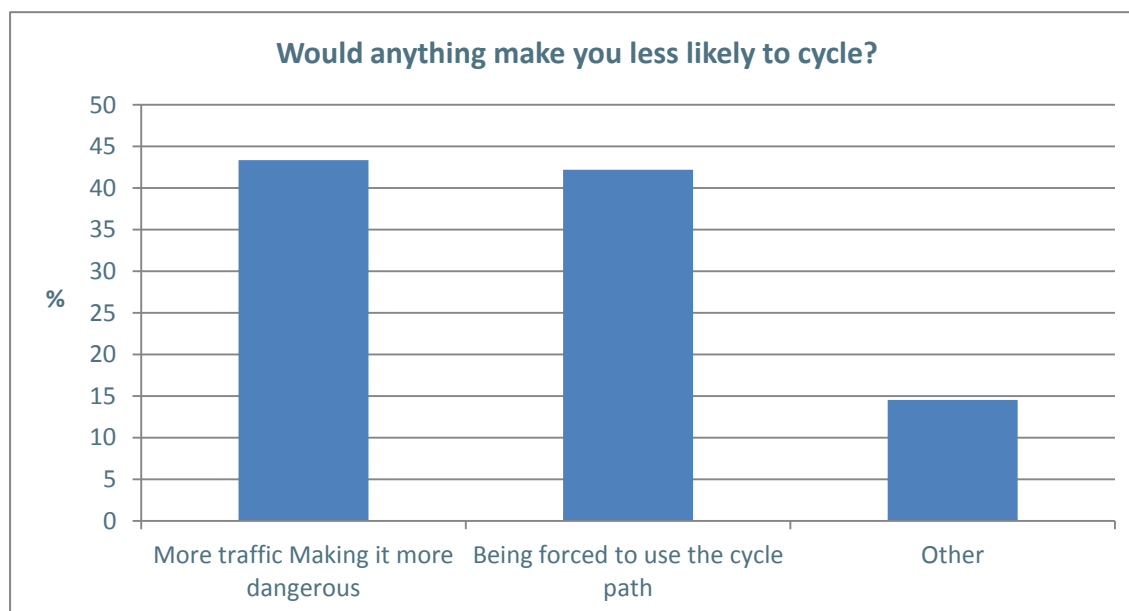
Table 1.2 Reasons for Cycling More

Items that would encourage more cycling	
1	A dedicated cycle route
2	A clean, high quality cycleway with good pavement surface
3	A continuous shoulder of consistent width on the State Highway
4	A safe cycle route
5	An off-road cycleway that is wide enough if intended to be used as two way
6	Good weather and protection from southerly winds
7	Clearly marked cycle routes on the road.
8	A cycle route to avoid merges with traffic at Petone

What would make you less likely to cycle?

When asked the question 'Would anything make you less likely to cycle?' 43% of respondents responded that more traffic making the route more dangerous would discourage them, while 42% said being forced to use the cycle path would make them less likely to cycle.

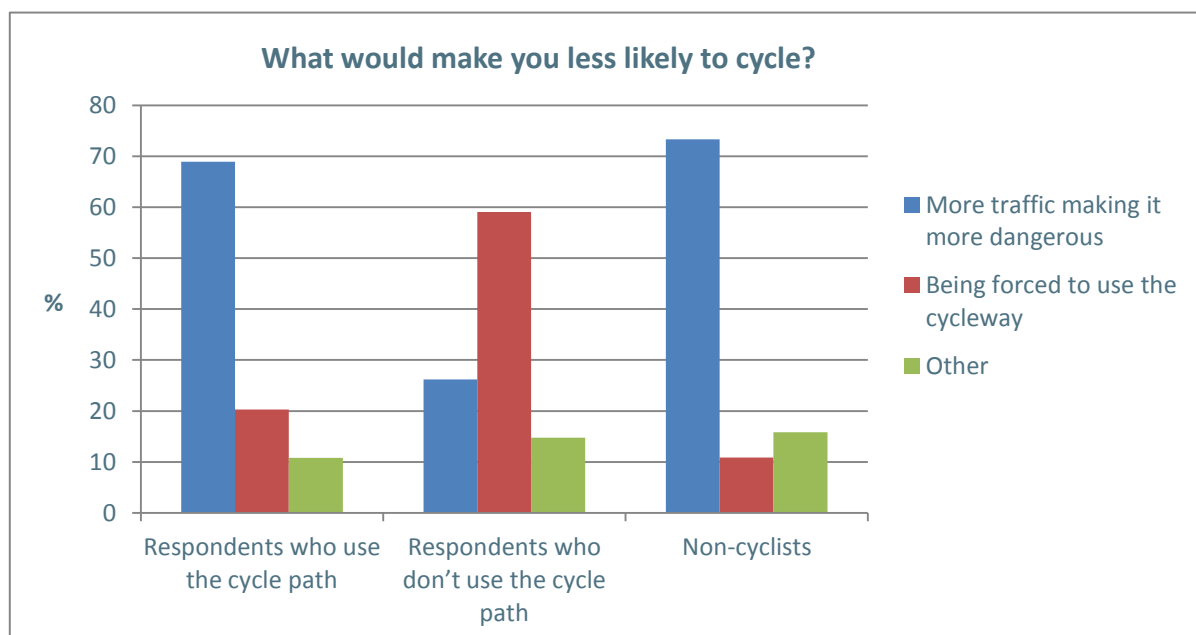
Figure 1.11 Disincentives for Cycling



Building on this, an increase in traffic making the trip more dangerous was the key reason for 69% of respondents who use the cycleway and 73% of non-cyclists listing this as the factor that would make them less likely to cycle.

Interestingly of those cyclists who do not use the current cycleway, 59% stated that being forced to use the cycleway would make them less likely to cycle, even though 66% of the same group said that, the ability to cycle the entire route on a dedicated off-road cycleway would make them more likely to cycle. This reflects the poor nature and reputation of the current cycleway.

Figure 1.12 Disincentives for Cycling by Type of Cyclist

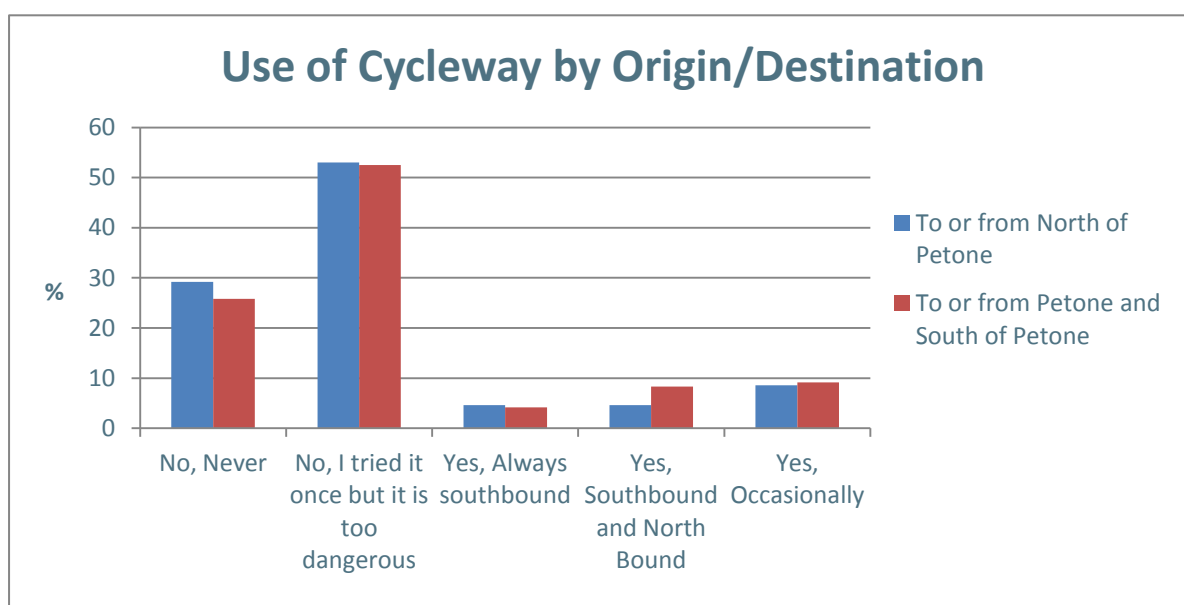


From the data it can be seen that the cyclists who do not use the cycle path are also the more frequent cyclists, likely to be commuters or cyclists that cycle for both commuting and leisure purposes. Commuter cyclists are likely to be more focused on getting to and from their destinations quickly and efficiently. As frequent cyclists, they are likely to be more confident and therefore prepared to accept the level of risk cycling in the car priority environment and less willing to accept a degree of delay associated with the cycle path.

A key reason for cyclists not using the current cycleway was the inability to cycle at a high continuous speed, which the state highway shoulder currently allows. A key reason included in the table of the 'main reasons for people not using the current southbound cycleway' reflects this. It suggests that while many would support the ability to cycle the entire route on a dedicated off-road cycle they would like to maintain the option to cycle on the road environment if it remains more efficient than a dedicated cycleway.

Behaviour by Origin and Destination

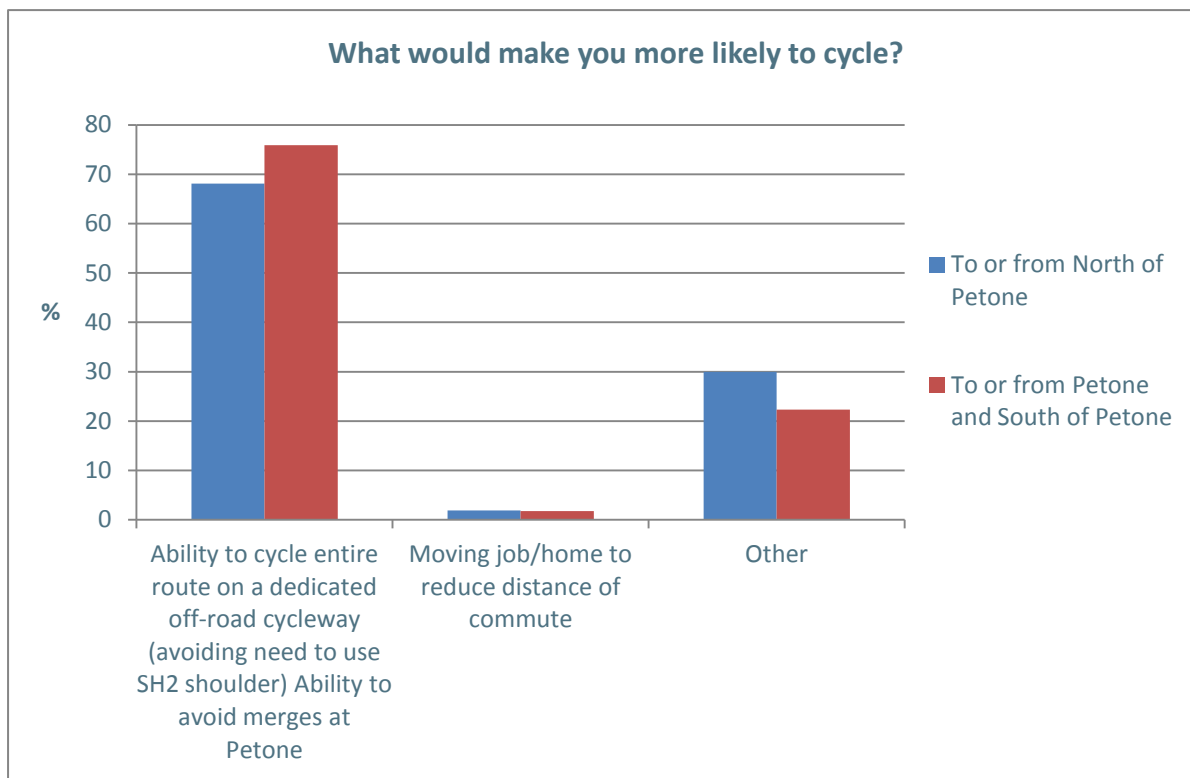
Figure 1.13 Cycleway Use by Origin/Destination



This graph above shows the use of the cycleway compared with the origin or destination of the cyclists. The cyclists are broken into two groups, those that cycle between Wellington and the areas north of Petone and those who cycle between Wellington and Petone including areas south of Petone. The graph shows that a slightly higher percentage of cyclists cycling to or from areas north of Petone have never used the cycleway when compared with cyclists from Petone and further south. A greater percentage of cyclists who cycle to or from Petone or the areas south of Petone use the cycleway northbound and southbound. This may be the result of cyclists from Petone or south of Petone having easier access to the start/end of the cycleway.

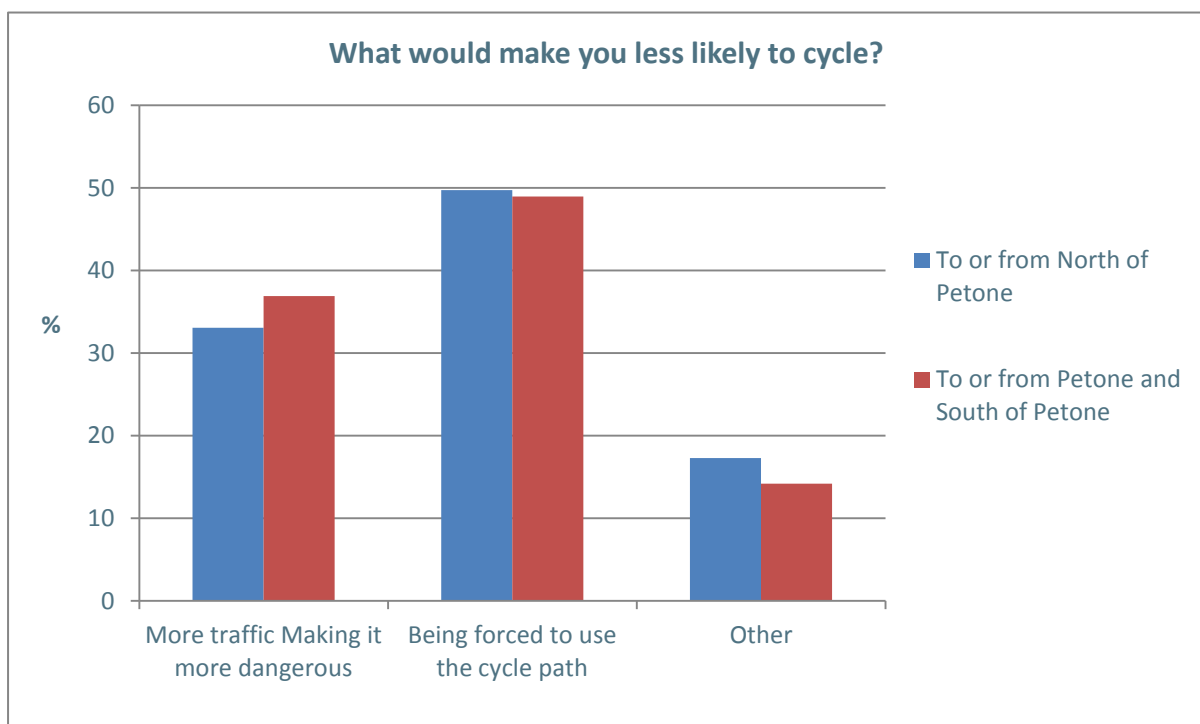
Of those cycling to or from Petone or the areas south of Petone, 76% said that the ability to cycle the entire way on a dedicated cycle path would make them more likely to cycle, compared with 68% of cyclists that cycle to or from north of Petone. Moving job/home to reduce the distance of the commute has little impact on the likelihood of respondents to cycle regardless of their origin or destination, however, slightly more respondents from north of Petone said this would make them more likely to cycle. 30% of respondents cycling to or from North of Petone listed other reasons would make them more likely to cycle while 22% of those cycling between Petone or south of Petone and Wellington had the same response.

Figure 1.14 Incentives for Cycling by Origin/Destination



Of the respondents who cycle to or from Petone or the areas south of Petone 37% would be discouraged by an increase in traffic making the route more dangerous. 33% of cyclists travelling to or from north of Petone had the same response. Cyclists from all areas (49% from north of Petone and 48% from Petone and south of Petone) responded that being forced to use the cycle path would make them less likely to cycle. 17% of cyclists cycling to or from north of Petone and 14% to or from Petone or south of Petone listed "other" as making them less likely to cycle.

Figure 1.15 Disincentives for Cycling by Origin/Destination



In summary, the origin or destination of respondents does not appear to have a significant bearing on their use of the cycleway, nor on their reasons for cycling more or less.

Follow up to Survey

The survey asked respondents if they would be interested in participating in focus groups to further explore issues on the Ngauranga to Petone cycleway. From those saying yes, four groups of potential users were targeted. Two Wellington based groups and two Hutt based groups were identified. One of each was to be “cyclists” and one “non-cyclists”. “Non cyclist” did not mean that the respondent didn’t cycle, but that they didn’t currently cycle between Ngauranga and Petone. The aim was to target both confident and less confident cyclists in order to gain a wide perspective on how users view the current facilities and what they would like to see in the way of improvements

A total of 10 participants in each group were targeted. Many of those initially indicating their interest in participating were not available or did not respond to requests. Also, there was a lack of absolute “non-cyclists” so the non-cyclist groups were eventually bolstered by participants who cycled irregularly.

Focus Groups

Focus Group Attendees

A total of 33 participants attended one of four focus group sessions which were held on Monday 23 July (Wellington), Tuesday 31 July (Hutt), Monday 6 August (Hutt), and Monday 13 August (Wellington). The participants invited were intended to represent both confident, regular cyclists of the route between Wellington and Hutt, and those who were less regular, or less confident users, including some who did not currently use the route at all.

Of the 33 who attended, 18 or just over half could be considered to be less confident (based upon their responses to questions about usage in both the internet survey and during focus groups) and 17 could be considered to be confident, regular cyclists.

Methodology

The focus groups lasted around two hours. Each focus group participant was offered a reward of a \$50 cinema gift card for their participation. The workshop fell into two stages:

Stage 1

This stage involved a review of the reasons for the groups and general impressions of the existing corridor using NZTA’s Network Video to review the route.

Following this exercise, the NZTA asked for any additional feedback on the route and this was captured via whiteboard sessions.

The findings from the focus groups were recorded both by the participants themselves and by the facilitators on whiteboards and were analysed for trends. The groups were informed that findings of the exercise would be fed back to them on completion of the exercise.

Stage 2

Each participant was asked to visualise a journey they might make by bike which would incorporate the section between Ngauranga to Petone and to explain their exact route choice. They were then presented with a series of scenarios and asked if the changes depicted in the scenario would change their route choice or behaviour and to write about their observations on response sheets. The scenarios as presented to the focus groups are attached as Appendix 2.

Observations about the Methodology employed

These focus groups followed a stated preference style exercise. The reason for this was that the data sought from the groups concerned possible future scenarios which required the respondents to state their intention under each scenario. Stated preference is used where “actual” data is unobtainable – typically when exploring options. There are a number of problems with stated preference, for example respondent fatigue. Despite the high level of engagement of the groups, there was an element of fatigue in some of the responses. Another stated preference problem with this exercise was the challenging nature of trying to explain future scenarios. The engaged and interested nature of the groups helped, but nonetheless there is evidence in the response sheets that there was a misunderstanding of the future scenarios. This means that the accuracy of the data cannot be considered to be beyond doubt. However, clear trends were observed to emerge.

The methodology was felt to be broadly successful though it would have been advisable to simplify the scenarios for future focus groups. A total of four scenarios to this level of detail is probably all that a group is capable of processing accurately. However, the level of data received is invaluable and should not be underestimated.

The biggest success of the exercise was in conveying to these key stakeholders that the NZTA is making an attempt to progress this project and to take on board the views of users.

General Results

Data was received from 33 respondents.

Of those respondents 18 or 54% were classified as irregular or less confident cyclists, and the remaining 15 or 45% as regular, confident users of the route. 17 of the sample were male and 16 female, representing a 51%:49% male:female split. In contrast, the internet survey had a 67%:33% male:female split and 65% of the survey regularly cycled between Wellington and the Hutt Valley.

It should therefore be noted that this focus group sample is skewed towards less confident cyclists, as a proportion of road users, as compared either with the internet survey, or current cyclists who as a rule can be considered to be confident, since 97% of cyclists (as per video survey in October/November 2011) do not use the cycleway even southbound, and are therefore reasonably confident on road. In the internet survey 82% of those who cycle the route do not use the cycleway and can therefore be considered to be relatively confident cyclists.

Scenario 1

Respondents were asked to explain how they use the route currently. In total, of the sample 15 of the 33 currently use the cycleway at least southbound. One respondent uses it northbound also. This is in sharp contrast to surveys undertaken of the route which indicate that 97% of cyclists use the shoulder as opposed to the cycleway. This result clearly reflects the selective nature of the survey group.

Of the respondents 15 of the 33 start their journey somewhere north of Dowse. Of these, 13 choose to cycle along SH2 exclusively, and one currently does not cycle between Hutt and Wellington at all because of their lack of confidence in the route. This favouring of the SH2 route indicates that despite

the existence of an alternative route off SH2 (the Hutt Road or Hutt River trail), a majority of the sample favour using the quicker route along SH2.

Of those 15 who start their journey somewhere north of Dowse, one uses the cycleway, 13 use the SH2 shoulder and one currently does not cycle the route at all. This means that of the 15 of our sample using the cycleway, 14 of these have journey origins south of Dowse. The conclusion to be drawn is that the cycleway is of limited attractiveness to those making longer cycle journeys or who have to navigate the merge and diverge at Petone. It appears that for a cyclist confident enough to make a relatively long journey on SH2 (roughly 40% cyclists on the Petone to Ngauranga route from surveyed video data start or end their journey north of Petone and continue north on SH2 from Petone) the cycleway would not be attractive.

Scenario 2

Scenario 2 is a fenced 2.6m NB /SB cycleway between Ngauranga and Petone between road and rail. Part of the existing shoulder would have to be taken to achieve this width of cycleway. Northbound cyclists on the new cycleway wanting to access an area north of Dowse would have to continue north on the Hutt Road as there is no northbound access to SH2 at Petone.

Of the less confident cyclists, 6 of the 18 would switch from SH2 shoulder to cycleway NB (noting that 9 of the less confident cyclists access/egress at Petone).

There is a bigger shift to the cycleway in the SB direction with a total of 8 stating that they would use the cycleway SB only. Those continuing north on SH2 tended not to be willing to use the cycleway northbound as it would involve the need to navigate the Hutt Road. An additional 3 stated they would use the new cycleway NB only. Two of these three currently use the southbound cycleway. This may reflect the fact that the greatest lack of cycle provision is felt to be northbound, and that southbound journeys are relatively better provided for.

This was a relatively popular option although a number of respondents expressed doubt about the value of the scheme as it would remove most of the southbound shoulder in parts, might be congested (as it would be a relatively narrow two-way scheme) and would be ineffective for cyclists wanting to continue north.

Scenario 3

Scenario 3 is the scheme for which funding has been prevaricated in the 2012-15 NLTP. It comprises around 800m of reclamation to the south of the rowing club forming a new 3m wide two-way cycleway/walkway, and a bridge/crossing over rail connecting the new cycleway with the existing (but upgraded) cycleway south of Horokiwi to form a continuous two-way route.

Of those favouring this scenario (19/35), seven were travelling north of Dowse, and of these three were classified "less confident". The conclusion is that this scenario is favoured mainly by those who have easy access to it (from the Petone area) and those who do not feel safe using the road.

Scenario 3 is among the least supported of the scenarios although there is still widespread support for it, particularly among less confident cyclists. Those not supporting it tended also not to support Scenario 4. This seems to be because of the extra time and the need to use the Hutt Road to continue a journey further north. For example, one person noted: "Would not use southbound, if had to go onto Hutt Road to access. Too much extra time". There is also a perception that regardless of planned upgrades to the existing cycleway, these would not alleviate the existing problems.

Scenario 4

Scenario 4 is the scenario most consistent with the Great Harbour Way vision. It involves reclaiming a strip of land on the seaward side of the rail line allowing for a 3 metre wide cycleway/walkway to be

constructed. This would need to be accessed/egressed via the Hutt Road to the north and a crossing of the rail line would be required at Ngauranga to connect back up with the Hutt Road.

There was a split response to this scenario. A total of 20/35 respondents indicated that they would use it. While many respondents saw it as a vision of what we should be aspiring to with comments such as “would ride with children on this. My wife would also use this. Much nicer riding environment, less road noise”, others noted that they would not use it, for similar reasons to the respondents in Scenario 3. For example, one respondent noted “would not consider using the cycleway due to egress to Hutt Road”.

Other concerns with this scenario relate to the fact that it would be attractive to groups other than cyclists (for example, runners, those fishing or family groups) and could become too congested for commuter cycling speeds to be achieved. One person commented: “the concern with Great Harbour Way is the mixing pedestrians/runners/dogs etc. with 2 way cycling traffic”.

Scenario 5

Scenario 5 is an idea to provide a segregated 2 way cycleway/walkway which stays on the road side of the rail line by tunneling through the bank under the Petone overbridge. This removes the need to cross the rail line and also means that northbound cyclists could continue north adjacent to SH2 before rejoining the state highway at an unspecified point north of Petone.

This option was reasonably well received and attracted more people to it than scenarios 3 and 4 (a total of 23/35 supported it). Of those not supporting it four noted that this option was irrelevant to them (for example, because their journey would end at Petone). Again, some people would not use it for fear of congestion with oncoming cyclists and thereby losing journey speed.

Scenarios 6 & 7

Scenarios 6 and 7 introduce the concept of a new interchange at Petone (as part of the Petone to Grenada project) with respectively the seaward side cycleway and the continuous 2 way cycleway on the road side of rail line.

These scenarios were again well supported. The general response was that the reconstruction of the Petone overbridge was a great opportunity to improve cycle access and that it had the potential to attract further cyclists to cycleways since it would no longer be necessary to use the Hutt Road to access cycleways from the north. It is difficult to distinguish popularity between these two scenarios as leisure users tended to favour Scenario 6 which was perceived to be safer and more attractive and commuters tended to favour Scenario 7. However there were many comments around the difficulty cyclists experience on roundabouts and the desire that any new interchange should if possible grade separate cyclists from motorised traffic. Also, while the existing substandard merge and diverge would obviously be removed under this scenario, a typical elevated roundabout would introduce a further two merges and diverges to SH2 traffic, so there was a desire to provide some form of separated route for cyclists so that they do not have to negotiate these future merges/diverges.

There was also a comment that provision for cyclists should not be dependent on a separate project, and a request for cycling facilities between Petone and Grenada on the new road.

Interim Option

A short-term solution to the problem of lack of cycle connectivity was presented. This involves constructing some form of indicative separation from traffic between Ngauranga and Horokiwi by taking most of the southbound shoulder. This would mean that cyclists would then be able to utilise a segregated cycleway all the way from Ngauranga to Petone.

Positive Feedback

Less confident cyclists tended to welcome the idea noting it was “better than nothing” and that they would certainly use it.

Negative Feedback

Certain respondents indicated that they would not use the facility at all, even southbound, for the following reasons:

- it might collect debris if not properly maintained.
- might be too narrow for overtaking
- might have a barrier the wrong height
- would be unsuitable for bunch riding
- might mean coming face-to-face with a cyclist in the opposite direction.

The suggestion that the facility would not be used is a concern as the interim scheme would take most of the southbound shoulder and by not using the segregated area, cyclists would be forced into the live southbound lane of traffic, potentially increasing conflict.

Other issues with the scheme were the gap to be left between the southbound merge and the segregated area as confident cyclists (and particularly those clipped in to pedals) will not stop and wait at the merge area for a gap to cross the Petone Esplanade on-slip, but would instead cycle between the two merging lanes until they can cycle across to the left hand side. These cyclists would require a gap of up to 100m to allow this behaviour to continue (or they would likely utilise the SH lanes outside the segregated area).

Cyclists also commented that it is a waste of time to provide this when there are other areas of the network (e.g. Melling) where there is no shoulder at all and it would be better to focus efforts on that area.

The question was raised whether the scheme would affect merging between cars, as the shoulder would be removed. There was also concern that vehicles could hit the barrier.

A concern raised was the possibility of drivers and cyclists facing on-coming lights at night which could dazzle.

In conclusion, there is limited support for this option. A general impression was that while a small number of people would support it, a larger group of existing users would be significantly disadvantaged by it.

Barriers to Cycling

Problems with Cycling on Cycleway

The respondents were asked what the barriers were to using the off-road cycleway. The responses were summarised as follows:

- Poor Surface
- Rubbish /debris clearance is poor
- Width is insufficient for speedy cyclists
- Wind
- Route finding is currently confusing and needs to be clearer
- Southern access onto the cycleway from Hutt Road is tortuous
- No good connection onwards if using cycleway northbound

- Street Furniture in cycleway constricting width
- Poor drainage of cycleway
- Too narrow a cycleway – one cyclist hit the fence post with their bike handle bars and had an accident.
- A support for the overhead gantry has constricted width in the cycleway
- There were mixed responses to the vegetation on the cycleway. While it was perceived to narrow available cycling width, it also offered shelter from wind and waves.

Problems with Cycling on Corridor

- Parts of the shoulder are too narrow for one cyclist now, down to 1.2 m in places. One respondent noted that he used to cycle before it was narrowed (this comment may relate to works at Horokiwi).
- There is perceived confusion over who had priority at the Horokiwi intersection – trucks or cyclists - which caused concern.
- The merge and diverge at Petone were singled out repeatedly as being very unpleasant for cyclists. Some people noted that though they wanted to continue north on SH2 they felt forced to exit at Petone because they were not confident navigating the diverge.
- The current road layout makes for a few substantial diversions for cyclists. Notably the lack of access to SH2 northbound at Petone and access off SH2 at Petone. One respondent noted that to continue south from Cornish Street in Petone, rather than cycling north to Petone railway station and back (a 10 minute diversion) he made an illegal U-turn over the median barrier.

Ideas to Encourage Cycling

One of the focus groups, when asked what they would provide in an ideal world to take them off SH2, said that they would provide “a motorway for cyclists - this is what all cyclists want: wide, flat cycleway, easy on, easy off”.

Connectivity to any cycle route was seen to be a major barrier to its use, noting also that most crashes (for all road users) occur not on straight through stretches of road but at intersections and that cyclists do not want to slow down to navigate tortuous connections to routes. If the connections are not adequate the route will not be well used.

It should be noted that some cyclists use the ride between Ngauranga and Petone as a training ride and may cycle in bunches, achieving speeds of around 40kph. At this speed and in bunches, space is required, especially for overtaking of slower cyclists in the shoulder.

Three new ideas proposed were:

- Use rail services to connect between Ngauranga and Petone to avoid the need to cycle between the two points.
- Provide two one way cycleways.
- Bypass the need to navigate the northbound diverge at Petone by constructing some form of grade separation for cyclists, perhaps to the west of the overbridge.
- Better signage to show where one can cycle – way finding.

Suggestions Outside of Study Area

The lack of shoulder at Melling was frequently raised and noted as being of greater concern to confident cyclists than the lack of cycleway between Petone and Ngauranga.

The Hutt Road, south of Ngauranga was brought up frequently as being of greater concern to many than the lack of cycleway between Ngauranga and Petone. There was discussion about the potential

for a better route north of Ngauranga to exacerbate conflicts between cyclists and motorists south of Ngauranga because it would increase cyclist numbers. The development of the cycleway north of Ngauranga will need to be undertaken in close discussion with Wellington City Council to ensure appropriate ongoing connections to Wellington City are provided.

Underpass/Bridges/Rail Crossings

There was clear support for a bridge crossing in preference to a level rail crossing, presuming that the costs were roughly equivalent. However, the view was expressed that if the cost of a bridge would be the factor which meant the project could not proceed, then a level crossing would be acceptable.

If a bridge is provided, the groups noted that it should avoid sharp bends, so that it could be cycled over smoothly.

Maintenance issues

Some specific maintenance issues were raised and fed back to the NZTA's maintenance team:

- Location of a cats eye at the northern corner of Cornish Street and SH2 is in the direct line of cycle travel – is it required?
- The posts on Petone Overbridge (installed to channel trucks into the centre of the bridge) are causing confusion and allowing debris to collect behind them. Therefore cyclists prefer to cycle in the main roadway.
- Mud at bend opposite service station
- Metal covers on shoulder (before cycle lane)
- Debris from private property and landslips
- Cycleway erased from Horokiwi intersection leading to confusion about priorities in this location.
- Maintenance, especially under Petone overbridge northbound
- Foliage under Ngauranga Overbridge
- Green cycle paint is poorly maintained
- Surface is poor where traffic crosses (eg Horokiwi)
- Truck traffic on the Old Hutt Road has rippled up the road

Overarching thoughts following cycle focus groups

Less confident and more confident cyclists have completely different views about facilities. Of the sample, just one person noted that none of the options presented would make them use a cycleway. This was a confident cyclist who cycled from Wainuiomata to Wellington CBD.

Less Confident Cyclists

Less confident cyclists reported issues such as difficulty of wayfinding, inability to avoid cycling on SH2, and difficulty of navigating the existing facilities.

Less confident cyclists reported that “anything is better than nothing” and that separation of cyclists and motorised traffic would be welcome.

More Confident Cyclists

There is a negative correlation between journey length and/or confidence and propensity to use the cycleway.

More confident cyclists are mainly concerned with the riding surface and reported details such as the location of service covers in the riding line, cats eyes, driver confusion causing conflict, poorly swept surfaces and narrow shoulder areas.

Some more confident cyclists reported that they would not willingly use any of the facilities proposed. They want an unobstructed fast ride and are not interested in using constricted width facilities which separate riders from traffic. They were particularly concerned that the fencing off of shoulders might create another obstacle for cyclists, with the barrier reducing cycling area and if the wrong height, potentially falling within the “hit line” of handlebars. A reduced width facility would make bunch riding difficult as it would be challenging to overtake. The possibility of meeting another cyclist head on in a constricted space would also reduce their speed. Even with a 3m wide facility the potential for conflict might be so great that cyclists would be discouraged from using a segregated facility in favour of shoulders.

Another interesting response from the “confident” cyclists was a comment that “the section between Ngauranga and Petone isn’t the worst part of the journey”. From those cyclists’ points of view there are more challenging parts of the route (for example a section around Melling where there is no shoulder where NZTA’s funding would be better directed, and the Hutt Road south of Ngauranga where there are poor connections with SH2 and the off-road cycleway crosses multiple access points).

Two big concerns of more confident cyclists are:

- Any facility could be a victim of its own success. By attracting too many users (and particularly less confident, slower cyclists or walkers), an inadequate-width facility would mean that some original users would be discouraged from using it because it is too crowded and with limited opportunities for overtaking.
- By providing a facility, it creates an expectation that it should be used. If cyclists do not use it (because it is inadequate), it risks creating a motorist backlash into cyclists utilising road shoulders.

Conclusions

It is important that both confident and less confident cyclists are provided for. It is difficult to do this adequately within the constrained cross sectional area available. Nonetheless, the scope of works for investigation must require the investigation of improvements both for less confident and more confident cyclists, with appropriate investment directed to each.

It is difficult to conceive of a designed off-road facility (within reasonable budget constraints) which would be sufficiently attractive to a confident, fast cyclist to encourage them to shift off the SH2 shoulders. Therefore, if it were desired to remove cyclists from SH2, in order to achieve this it would be necessary to apply a bye-law to the road preventing cyclists from utilising shoulders. This is likely to be highly unpopular. A more pragmatic approach may be to accept that the design of facilities in the short term is to encourage the use of the shoulders by less confident cyclists, while accepting the continued use of the state highway by more confident cyclists, and striving to progressively improve provision for them.

Appendix 1

Web Survey

Petone to Ngauranga Cycling

The NZ Transport Agency is surveying existing and potential cyclists travelling between Wellington and the Hutt Valley. The aim of the survey is to identify where people cycle from and to, and why they use the route they use. We are also looking for potential participants (both existing and potential cyclists) to explore how changes in road design would affect your cycling behaviour. This would involve a two hour evening focus group session either in Wellington or in the Hutt Valley. You would be rewarded for your participation. If you are interested in participating, please leave your contact details in the relevant box and you will be contacted if you are chosen to attend.

***1. What is your gender?**

- Female
- Male

***2. What is your age?**

- Under 20
- 21-35
- 36-50
- 51-65
- 65+

***3. Do you currently cycle between Wellington and the Hutt Valley?**

- No - please go to question 8
- Yes, for commuting / business
- Yes, for leisure
- Yes, for commuting and leisure

4. If you currently cycle between Wellington and the Hutt Valley, where do you cycle from and to (state road names)?

5. If you cycle between Wellington and the Hutt Valley, how often do you cycle?

- Less than once a month
- Between once a fortnight and once a month
- About once a week
- More than once a week

6. If you currently cycle between Wellington and the Hutt Valley, do you ever use the southbound cycleway?

- Yes – Always southbound
- Yes – both southbound and northbound
- Yes – occasionally southbound
- No – I tried it once but now use the shoulder
- Never – I use the shoulder

Other (please specify)

7. If you cycle between Wellington and the Hutt Valley but do not use the cycleway, why not?

8. If you don't currently cycle between Wellington and the Hutt Valley, why not?

- It's too far to cycle
- Cycling on SH2 is too dangerous
- I have to take children to and from school
- I have no need to cycle between Wellington and the Hutt Valley
- Not applicable

Other (please specify)

9. What one thing would make you more likely to cycle between Wellington and Hutt?

- Moving job/home to reduce distance of commute
- Ability to cycle the entire route on a dedicated off-road cycleway (avoiding need to use SH2 shoulder)Ability to avoid merges at Petone

Other (please specify)

10. Would anything make you less likely to cycle between Petone and Ngauranga?

- More traffic making it more dangerous
- Being forced to use the cycle path

Other (please specify)

11. Do you have any further comments on cycling between Wellington and Hutt?

12. If you are interested in participating in a 2 hour evening focus group to discuss cycling between Wellington and the Hutt Valley, please leave your name and contact details, including an email address.



13. If you are interested in participating in a focus group, would you prefer this to be in:

- The Hutt Valley
- Wellington

14. If you are interested in participating in a focus group what day(s) of the week would you prefer to attend?

- Monday
- Tuesday
- Wednesday
- Thursday
- Friday

Done

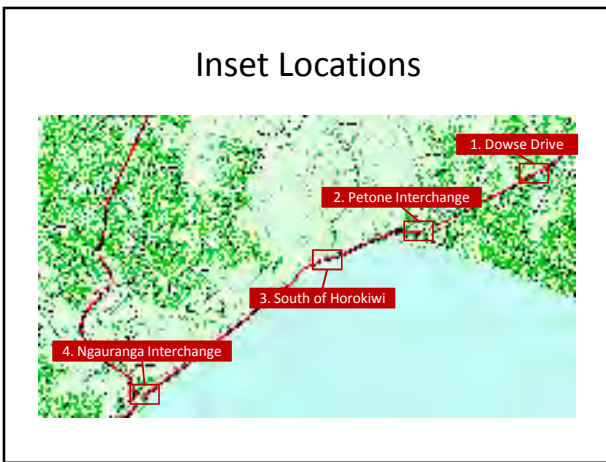
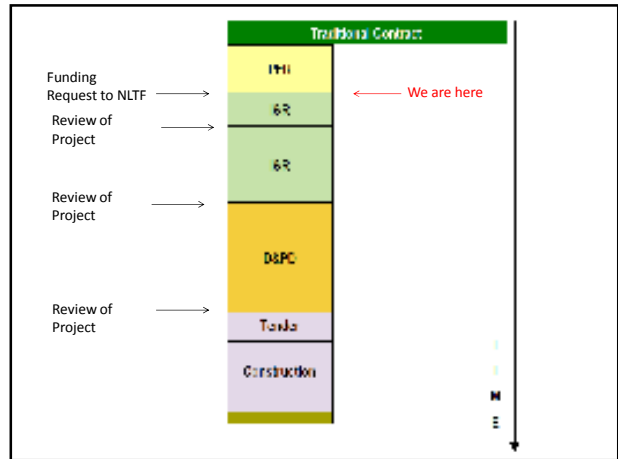
Appendix 2

Scenarios Presented to Cycle Focus Groups

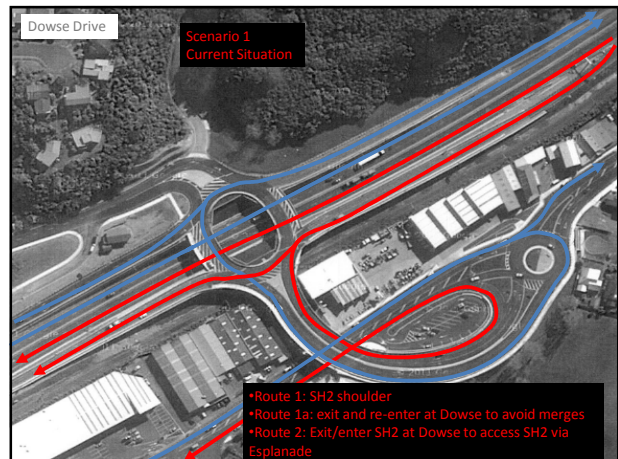
Petone to Ngauranga Cycling Focus Groups

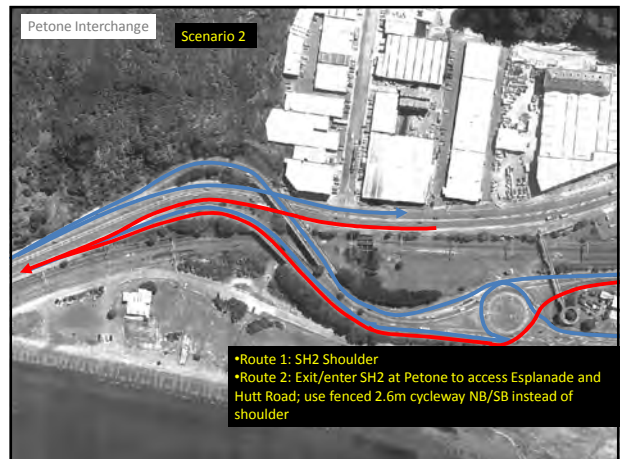
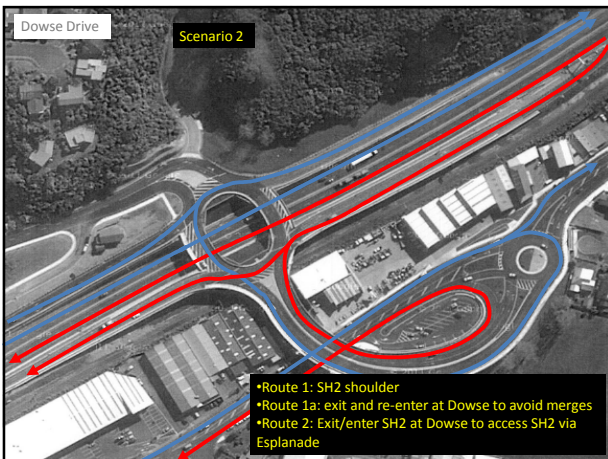
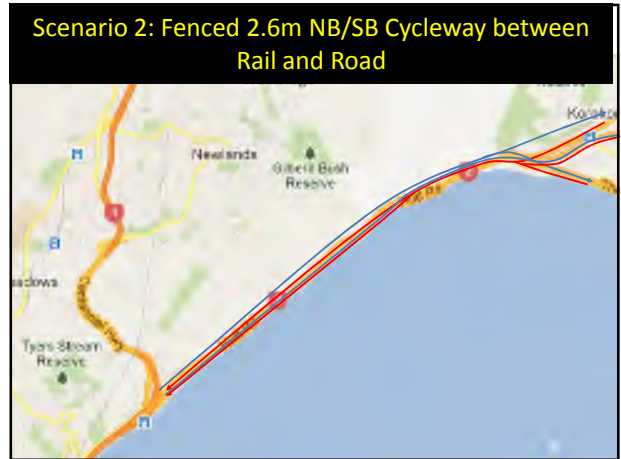
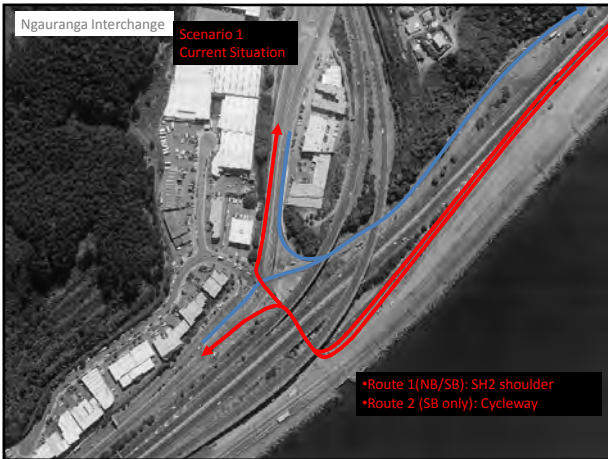
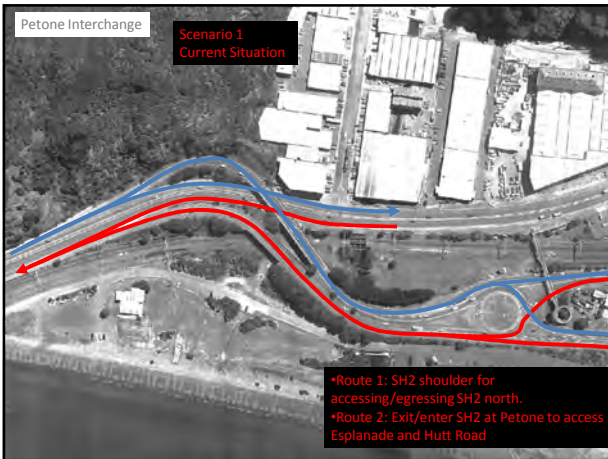


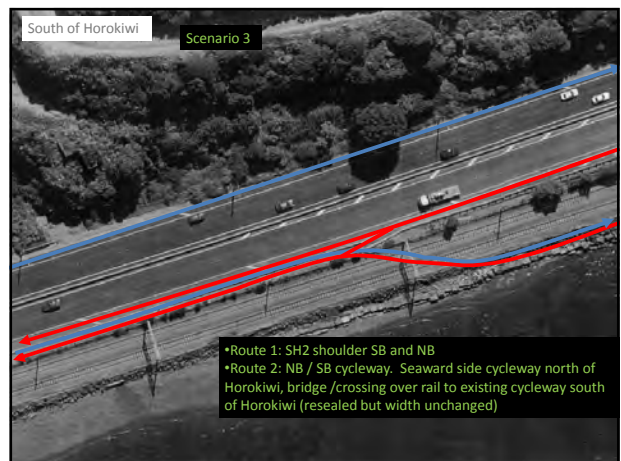
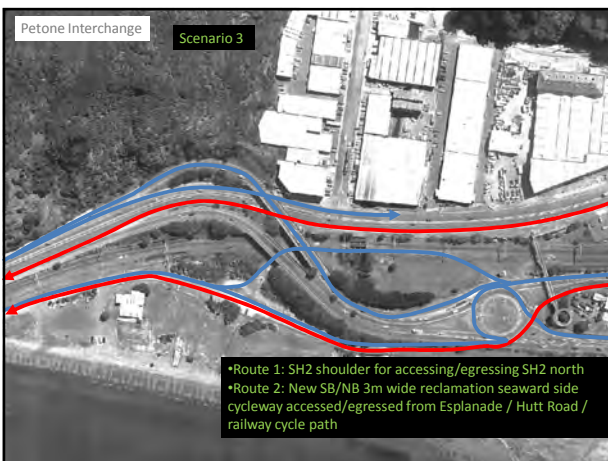
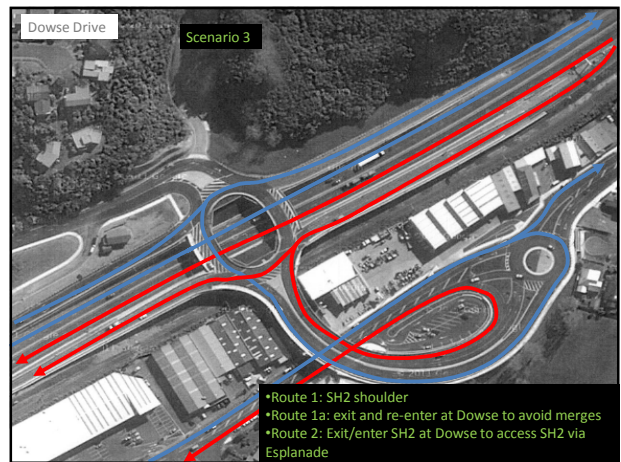
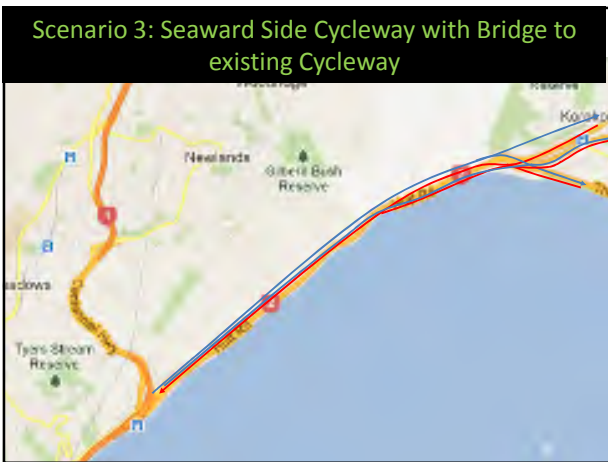
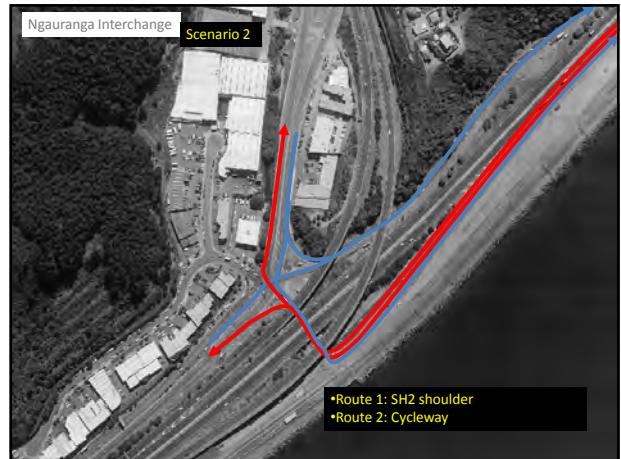
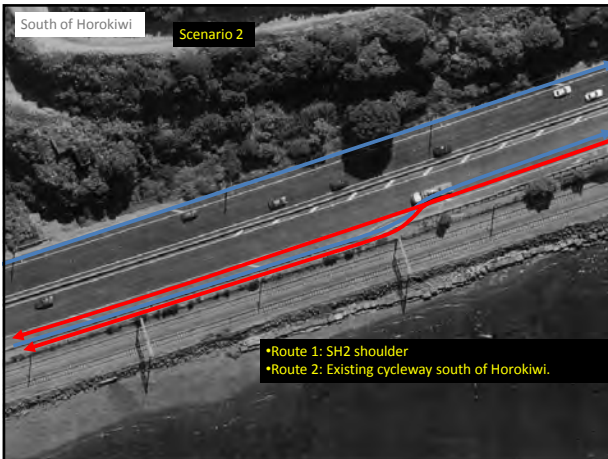
Jo Draper, Transport Planner
Rob Addison, Community and Stakeholder Liaison Advisor

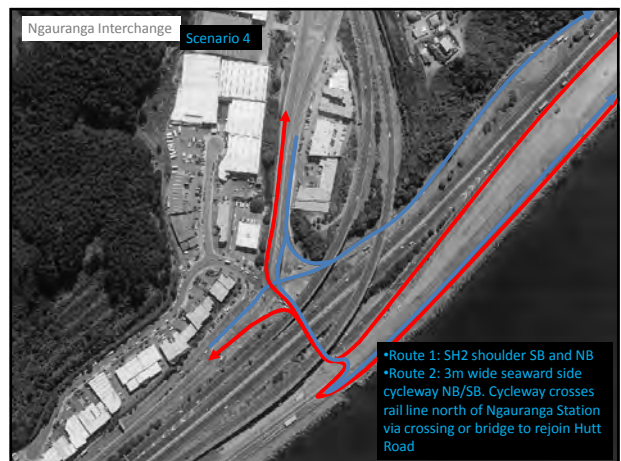
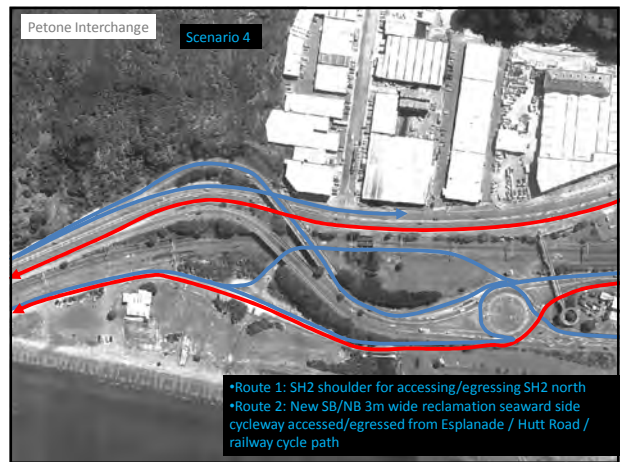
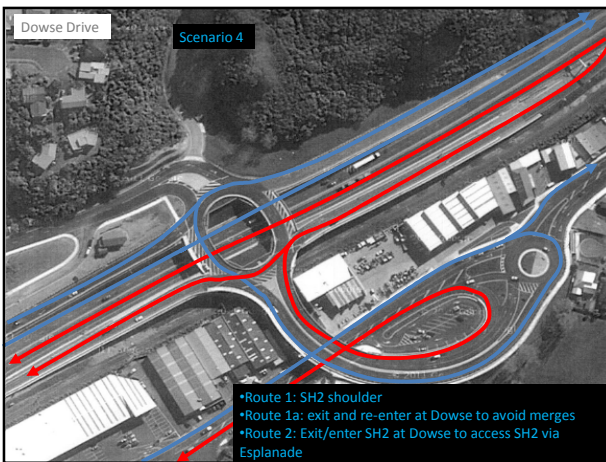
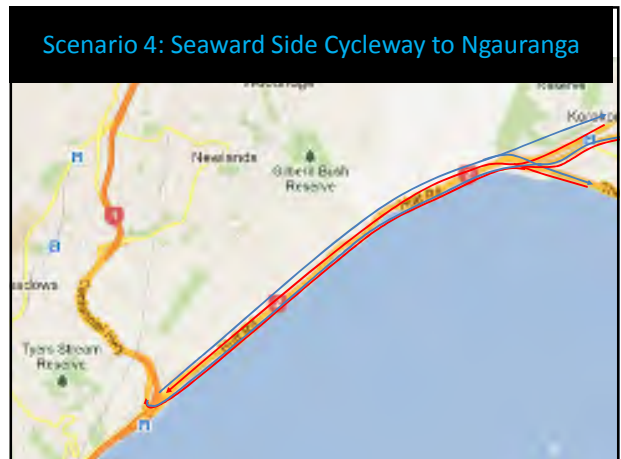
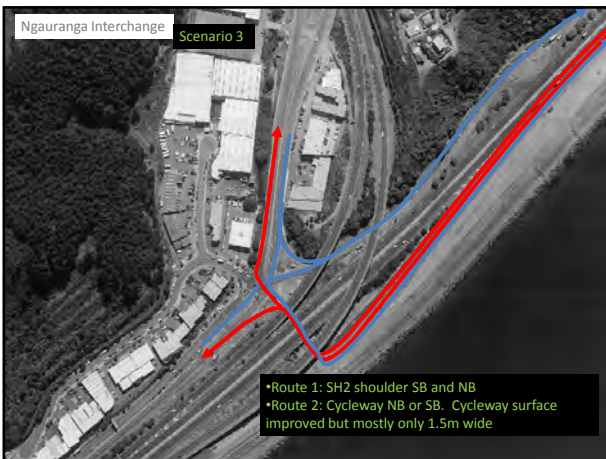



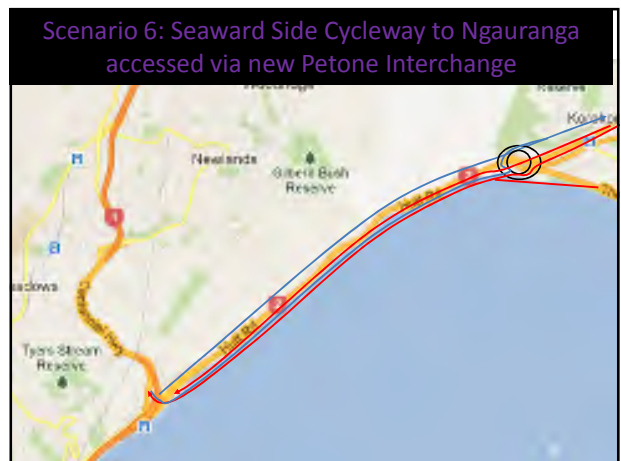
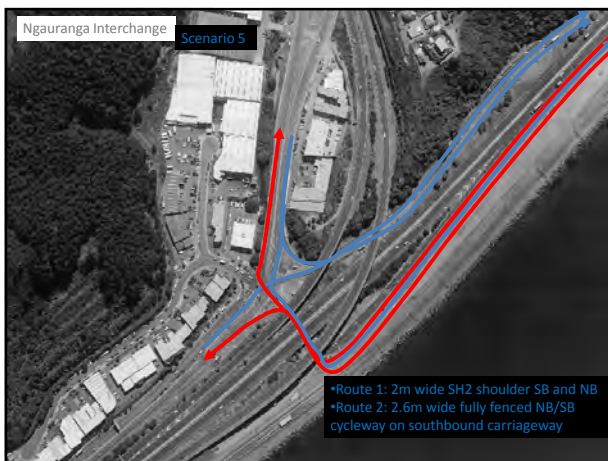
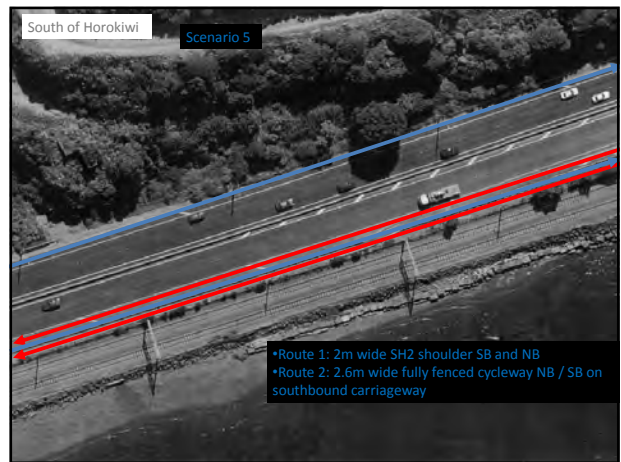
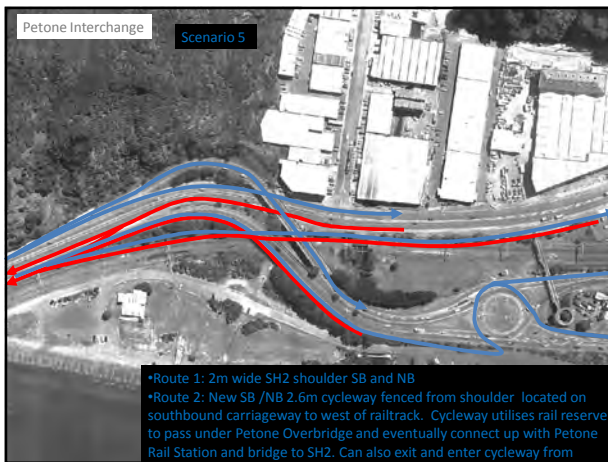
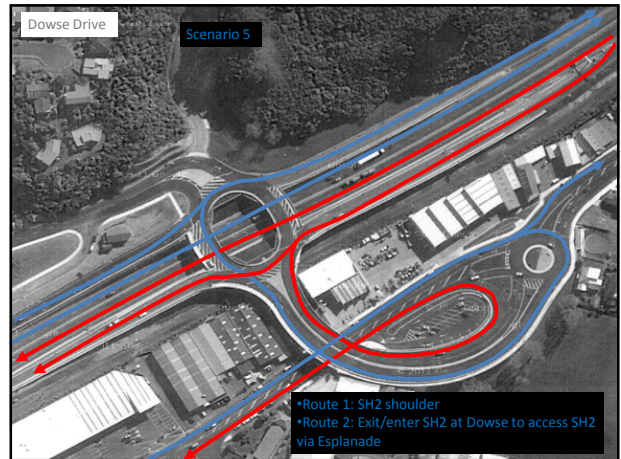
Origin	Kelson							
Destination	Wellington CBD		Would this scenario make you change your route choice? (describe how if so)					
			Would this scenario make your journey (whether or not you change your route) faster, slower, safer, more dangerous, or no change? (describe how if so)					
Scenario		1 (Exist)	2	3	4	5	6	7
Dowse	NB Route	1	Would use cycleway sb from Petone. But then not the cycleway south of Horokiwi.	Wouldn't change journey, because would have to exit SH2 at Dowse.	Wouldn't change journey, because would have to exit SH2 at Dowse.	Would use cycleway SB only. Would make journey safer, but a bit slower. No change NB.	Wouldn't change journey because would have to navigate roundabout, would be dangerous.	Would use cycleway SB. Possibly NB too but don't like the idea of going round roundabout to get back onto SH2. Would make journey slower but safer.
	SB Route	1						
Petone	NB Route	1						
	SB Route	1						
Horokiwi	NB Route	1						
	SB Route	1						
Ngauranga	NB Route	1						
	SB Route	1						
Why not using cycleway? (1 main reason)		n/a		Need to go down Hutt Road	Need to go down Hutt Road		Roundabout	

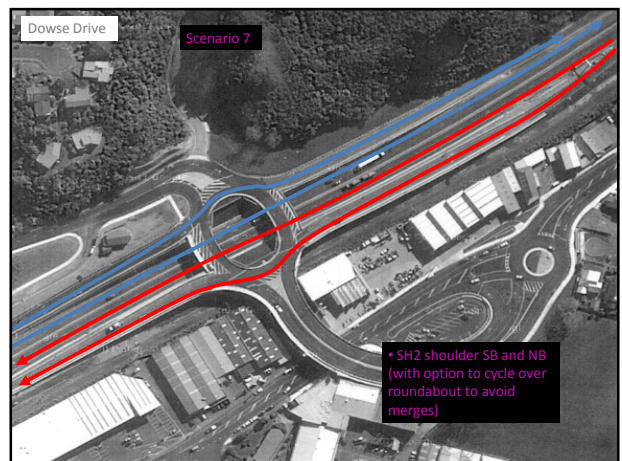
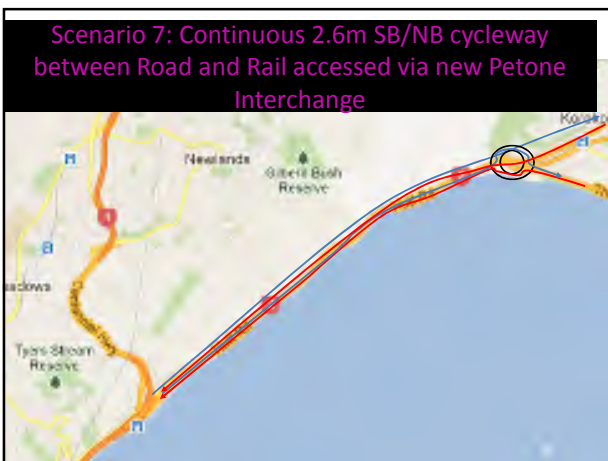
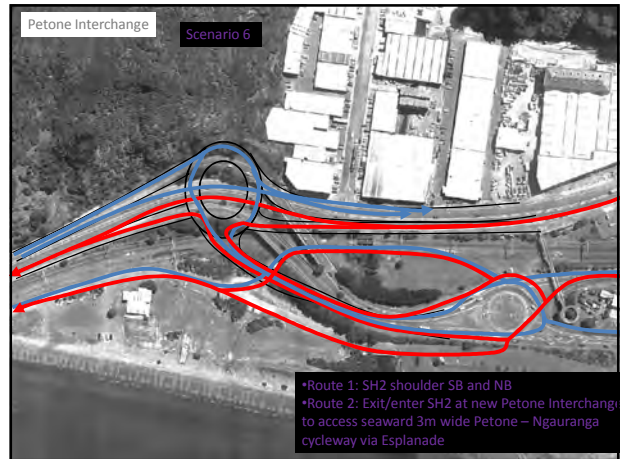
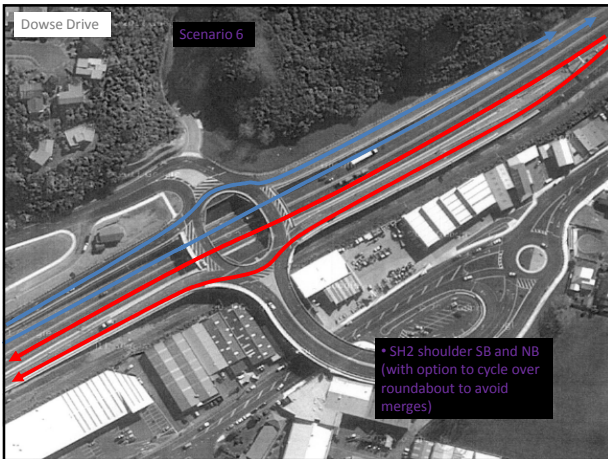


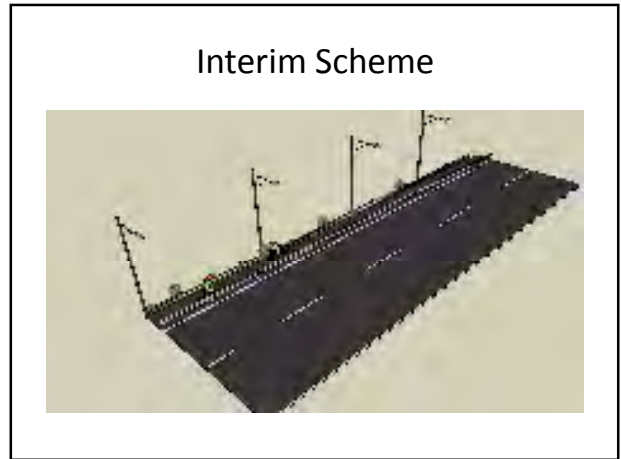
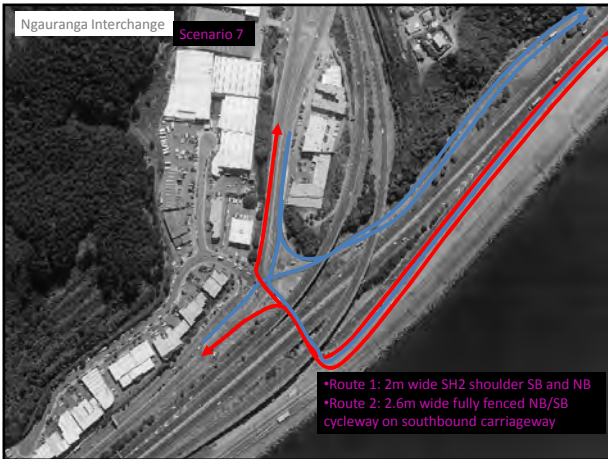
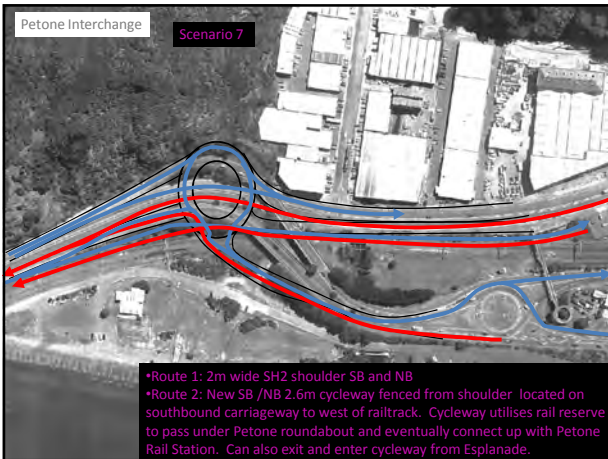












Hutt Road Cycle path – Submission

930

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mohit Kapadia	Johnsonville	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Being one of the 2 major roads entering into wellington, this road has to cater for all types of road users - pedestrians, cyclists, public transport as well and cars.

It also has to aesthetically look beautiful. The roadway needs to be smooth and well built with good drainage. There needs to be plenty of modern street lights and a lot of new greenery needs to be added to the environment as well.

I think that the current footpath needs to be narrowed, so that the road can be widened to accommodate the cyclist on the road. Doing this will allow:

1. The street lights to stay on the footpath side of the road. There's no point moving the street lights to the other side when the pedestrians have to walk on it. It needs to be beautiful so that more people use it.
2. The cycle lanes on the road need to be separated from the cars using a narrow median barrier with low shrubs planted on it. This will add the much needed greenery on the road.

If the middle median needs to be stripped, so be it.

3. The cyclist will never use the footpath because it will not be smooth. It will be a waste of money if a cycle way is created on the footpath and cyclists do not even use it.

New street lights also need to be placed on both side of the street which all are a single color so that the road looks beautiful. I have attached a picture of how it should look. There is a potential to change the whole environment of this road if done properly. Please do not rush the process and try to accommodate everyone as well as beautify the place.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Narrow the footpath to accommodate a road cycle way. Keep the street lights on the footpath as pedestrians as well as other road users will need the light. Put the new LED technology lights on both sides of roadway.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

The left lane should be buses only during peaks hours. This will allow buses to pass all the cars on the road and allow faster journey times. It will be difficult to police the T2 lane rules. Bus only during peak hours.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

The cycle way needs to be on the road as opposed to on the footpath.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Bus only lanes during morning peak

DO YOU HAVE ANY GENERAL COMMENTS?



Hutt Road Cycle path – Submission

931

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Christine Smith	Kaiwharawhara	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

See attached document

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

see attached document

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

see attached document

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

see attached document

Hutt Road Cycleway Submission

Cycleway and pedestrian path

The plan to upgrade and increase the size of the existing combined cycle and pedestrian path along the Hutt Road is to be commended but this comes with certain consequences for other users and may also not achieve some of your targets.

1. If the intent is to get more people to cycle to work then I suggest that Council members review the typography of the roads that feed into the Hutt Road. Centennial Highway, in the Ngauranga Gorge, Onslow Road and the Ngaio Gorge Road are roads that are cycled by the young and the brave. Onslow Road in particular is narrow and winding with blind corners. Even with the increase in electric bikes, most people are not likely to brave these roads. It would be foolish to think that more people from Johnsonville, Khandallah or Ngaio would use the cycleway that you are proposing to go to work in Wellington.

It therefore appears to be of particular benefit during the peak travel times for those cyclists coming from Eastbourne and the Hutt Valley. I appreciate that outside these times it will be used by recreational cyclists from Wellington particularly when the cycleway from Ngauranga to Petone is completed.

What is the timeframe for this part of the cycleway?

2. The loss of car parks that are currently allowed on Council land outside the businesses on the Hutt Road will mean that cars will be parked in any available space in the nearby streets. In particular this will impact on Rangiora Avenue which is already used by some of the staff from the local businesses as a free car-parking area.

Rangiora Avenue is a short road with no footpath; at the end of it, there are steps that lead to Amritsar Street in Khandallah. Several houses in the road do not have drive-on access and therefore residents have to park their cars in the road. This will certainly lead to problems for residents with more cars trying to find free car-parking during working hours.

During the peak travel period, the steps are used by people, including school children wanting to get to the bus stop on the Hutt Road. With no footpath and increased traffic this could become a dangerous situation.

On Tuesday April 12 in the morning there were 76 cars parked on the footpath between Caltex Service Station and the BMW car showroom on the Hutt Road. The number further on from Ngaio Gorge to the Aotea overbridge were not counted but estimated to be approximately 50.

This number of cars parking all day will not be accommodated in the proposed plan which shows 73 car spaces available after 9am of which only 48 will not have parking time restrictions. Many of the workers in the local businesses start at 7am.

How does the Council plan to deal with the car-parking issue given that many workers in the local businesses will still be driving to work?

T2 transit lanes for peak travel times

Your stated aim is “Significant improvements to travel time for buses and other multiple occupancy vehicles in the T2 lanes”

This aim could be better achieved by having a ‘Clearway’ during peak travel times for reasons given below. It would also lessen the confusion that T2 lanes create for tourists and anyone else coming into Wellington who is unused to this system.

My understanding of how compliance by drivers in the T2 lane will be monitored is that a person will have to physically photograph offending vehicles.

Is this a satisfactory way of spending ratepayers money given that similar monitoring along Mana Esplanade cost \$1million and resulted in no fines being issued?

The current situation with two lanes of traffic moving even though slowly is more efficient than splitting them into two unequal lanes. In fact the T2 traffic will have to accommodate more ‘obstacles’ than the outside lane as it has to stop behind the buses at the stop at Placemakers and it has to stop to let traffic crossing from the outside lane to get into the businesses on the eastern side of the Hutt Road.

1. The Hutt Road has several businesses used by tradespeople and large trucks during peak travel times e.g. Placemakers and Carters. If there is only one driver in a vehicle travelling south from Ngauranga Gorge then instead of being in the inside lane as he has in the past, he will have to cut across the T2 lane to access the store. This scenario will be repeated at several of the other businesses between Placemakers and the Aotea overbridge.

This is not a sensible solution and will impact on your stated aim.

2. There is a similar problem in the evening peak travel time for those cars with only one person travelling north that need to turn into Rangiora Avenue and Onslow Road. When there is heavy traffic I usually ensure that I am in the inside lane at the Ngaio traffic lights so that I can safely turn into Rangiora Avenue.

I was told at the information evening that I would probably be recorded as an offender (with a possible fine) but that I could then write explaining why I needed to be in the inside lane and my offence would be deleted.

This would be the same situation for cars with a single driver trying to get into the inside lane to turn into Onslow Road.

This is a waste of time and money on the part of the Council and shows that monitoring is not appropriate.

Other

1. Your proposal states that the T2 transit lane can be used by ‘cyclists who choose to ride on the road.’ Given that cyclist require a one metre gap between them and a moving car this will force cars in the inside line to move out into the outer lane.
If the new cycleway is upgraded and is separated from pedestrians then it should be mandatory for cyclists to use this.
2. The car parking outside the childcare centres is shown on your plans as ‘9 are near the childcare centres and are available at all times.’ This is presumably to allow children to be dropped off during peak travel time as well at other times. Parents/caregivers who have two children in backseat car seats may have to take out a child on the driver side of the car which could be a danger to parent and child.
How much clearance is there between the moving cars and the parked car?
3. At non peak travel time, cars can be parked in the newly created spaces on the Hutt Road. Cars travel on this road at 60kph (often faster) There is a ‘1m separation zone for parked vehicles to allow for opening doors.’ according to your proposal.
How safe is this in reality given the speed limit of 60kph?

Christine Smith

10, Rangiora Avenue
Kaiwharawhara
Wellington 6035

Hutt Road Cycle path – Submission

932

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
I R Veale	Kaiwharawhara	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

From my personal experiences the main problems with the WCC proposals are :

- T2 lanes
- Parking

T2 Lanes – There is no need for these.

The imposition of T2 lanes do nothing to improve matters for safe paths for cyclists and pedestrians. Indeed T2 lanes have nothing at all to do with cyclists and pedestrians and do not provide for cyclists and pedestrians in the Kaiwharawhara area.

From the view of the motorist T2 lanes require from difficult lane changes as into and out of them in conditions of heavy traffic. In many cases this will mean the vehicle in the other lane to slow and accommodate him. There is frequently confusion – for example, when the driver needs to cross the outside lane to another road, how long before is he permitted to do so. Out of town drivers will find it difficult to read the meaning of signs and know what to do (as was common in the Mana debacle and the Petone Esplanade).

Any benefits that might overcome these problems are said by the Council to be 'significant benefits for people on buses' by way of reduced travelling time. But any such reduction, if any would exist, would be very small. It would be enjoyed by a very small proportion of the travellers while having to be endured by the remaining much larger proportion.

We have been told that in the **morning southbound peak** the average delay around the Kaiwharawhara Road intersection is two and a half minutes. That is by no means a large delay, and part of it must occur even in no-peak times as demanded by the lights and the traffic flow out of Kaiwharawhara Road. Once all these existing impediments to the traffic have been taken into account, there would be very small, if any, delay that could be remedied simply by installing a T2 lane.

In the **evening northbound peak** it is much the same in that the traffic lights at the same intersection, except that the delays incur on the north side. The traffic builds up in Thorndon Quay, is increased by inflow from Aotea Quay. Traffic to Ngaio splits off and, once it gets the green light, it takes off at a normal speed until it is halted Mile, but those occur at all times of the day.

The Council's Proposed Traffic Resolution does not provide any estimate of the delays at the Kaiwharawhara Road on the morning peak but simply describes it as “relatively constant speed”. This confirms my descriptions of road flows as above.

It is clear that the prime reason for slow traffic in the area is traffic lights. T2 lanes do not affect them.

So the big question, which does not appear to be fully addressed, is **why impose additional complications on drivers in heavy traffic? What would be gained?**

In my submission, the installation of T2 lanes would serve no practical purpose and should not be undertaken.

Parking – exchanging cycle and pedestrian paths for a traffic is not acceptable

The Hutt Road has been a four-lane road into and out of the city for a very long time, and throughout that time road-side parking in the area concerned has not been permitted. The obvious reason has been the amounts of vehicle traffic it carries. The proposed change to

the Hutt Road is of such dimension that only 2 hours of each week (the T2 lane) will be available to normal two-lane traffic. The remainder will be available for parking.

The clearaway proposal that has now been put forward will, if it is implemented, have considerable consequences. It will in effect become only a single lane as the outer lane will be filled with parked vehicles. The inner lane will have twice the load of the inner lane, making access to that lane much more difficult.

In addition, an obvious consequence is where will all the vehicles of the staff, tradesmen, deliveries and customers park. In particular, staff of the various businesses will need to park for all day every day.

Further pressure will be put on adjacent roading, in particular in Rangiora Avenue. That is a very narrow street, with many old houses without offstreet parking. Both sides of the street are regularly fully occupied, and there are at least 12 vacant sections either consented or awaiting consent.

I submit that this project should not proceed until parking issues are fully addressed.

Hutt Road Cycle path – Submission

933

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kath Haines	Newtown	Frocks on Bikes, Wellington Flock	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?



13/4/16

P.O. Box 27539
Marion Square
Wellington 6141

Re: Hutt Road Cycleway Submission

Dear Wellington City Council Cycling team

I am writing on behalf of Frocks on Bikes. We aim to get more women on bikes in everyday life. We would like to show our support for the proposed design of the Hut Road Cycleway.

We support the proposal to remove hazards from the cycleway, remove parking and to separate people walking from people on bikes, as reflected in our response in the electronic form. The addition of speed-bumps to entrances and exits of parking lots is also a good idea.

We have a few questions about cycling culture and attitudes towards cyclists. We anticipate that once this cycleway is built there will be more cyclists and the potential for a broader range of cycling types on the route. The path is currently used by high numbers of long-distance commuters and sports cyclists, but I'm sure that there would be residents in Ngaio and Khandallah who could be converted to cycling, as well as Wellingtonians who would use the route to access shops along Hutt Road. How will you encourage residents of Wellington to use the cycleway, especially once it connects safely to the city? How will you ensure that the community will respond positively to the additional cyclists? Also, how will you ensure drivers are aware of cyclists on the route - both at driveway entrances/exits and at the complex intersection at Ngauranga gorge and noting that cyclists (still) travel both ways on the cycleway?

Frocks on Bikes is happy to help. We can promote the route, could organise a ride to the opening day for the route and arrange a ride soon after opening to promote its everyday use.

The 'Pink Path' has created such a positive and exciting vibe for cycling in Auckland. It has also been really well used. It would be wonderful to create a similar buzz in Wellington. We are not suggesting that the Hutt Road Cycleway is such a flagship route, nor that it should be painted pink but we would encourage the council to consider a route or routes that might be.

We are excited about the prospect of safer cycling infrastructure in Wellington. Thank you for considering our ideas.

Sincerely

Kath Haines

On behalf of Frocks on Bikes, Wellington Flock

Hutt Road Cycle path – Submission

934

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Karen	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

See document attached

DO YOU HAVE ANY GENERAL COMMENTS?

I use the Hutt Road every day, 7 days a week. I live in Khandallah and I walk along the road, I catch buses from outside Placemakers and exit buses at Rangiora, I drive along the road and my family cycles along the road. The Hutt Road almost entirely the main way I get anywhere in Wellington from where I live in Amritsar Street Khandallah. I therefore feel this proposal has not taken into account everyone who uses this route and all the modes of transport and equitable volumes for each mode of transport. I do have empathy for cyclists and the dangers of that mode of transport but I am very concerned this option is at the detriment of all other modes of transport. It seems to be totally focused on making a cycleway at the cost, safety and convenience of other users and their mode of transport.

1. This is a main arterial traffic route servicing people who live in Ngaio and Khandallah and Northern suburbs people who work in Thorndon and don't wish to travel on the motorway. It is not a short cut or quick back way. Cars are travel at 80km/h and 60km/h.
 - a. This proposal will mean this road will be congested at all times as effectively it has been reduced to one lane, with an additional lane being only being available 2 hours a day.
 - b. This route is used by locals who drive to get access to the city and motorways and also many trades and service vehicles working in the area. Trades vehicles often have 1 person in the car are they going to be penalised for needing to do their job and will their cost of service be passed on to locals?
 - c. THERE IS NO ALTERNATIVE ROUTE for many of the vehicles travelling along this route.
2. T2 traffic – whilst I support this concept, realistically there is already too much traffic on two lanes currently heading southbound in the mornings peak hour traffic, currently backing up from the Kaiwharawhara Road lights intersection to Ngauranga. Some days it can take 15 minutes to get from the Onslow Road lights to the Kaiwharawhara Road lights. This proposal would force more traffic to the right hand lane and this lane could potentially be at a standstill, if there are that many vehicles that don't fit the T2 rule.
3. The T2 will force more vehicles to be switching lanes, getting into the T2 and then switching out to go up Kaiwharawhara Road and those not in the T2 switching across to travel along the Aotea Quay route.
4. T2 traffic lane to include cyclists. Why should cyclists choose to ride on the road and slow the traffic down and make it difficult for buses to pass them. It would mean buses will need to pull into the right lane which between Ngauranga Gorge/ Onslow Road and Kaiwharawhara Road it will be stationary so the T2 lane would there only be able to travel at the speed of the cyclist, which I doubt will be 60km.
5. I am concerned about the speed that cyclists will travel along the new cycleway. This proposal will create the opportunity for a cycle speedway. Currently a number of bikes are travelling in excess of 40km/h and many are slip streaming each other. What steps will be taken to ensure the cyclists will travel at a safe speed. While walking I have had many near misses with abusive cyclists who feel they own the 'foot'-path. Presumably this option will encourage an increase in the number of cyclists, which needs to be considered and the volumes of cyclists and the impact of this. Will there be speed bumps by bus stops, car park zones, pedestrian crossings to stop excessive bike speed?
6. I have serious concerns about pedestrian safety:

- a. Pedestrians will be at risk when trying to cross the road and enter the pedestrian zone at points such as Kaiwharawhara Road, Rangiora Avenue as they will need to stop (presumably on the road) and wait for streams of cyclists travelling at 40km to pass or will pedestrian crossings be added to the cycle way?
 - b. People wishing to travel by bus will be at risk of being hit by a cyclist, when crossing over the cycleway to board and offload the bus. There is no mention of implementing any safety measures to protect pedestrians while crossing the cycleway to board and off load buses. Bus drivers don't wait they are running to a timetable so travellers need to act with speed, this will be like having to cross a road.
 - c. How will people wishing to catch a bus be seen by the bus driver and signal they wish to get on. The bus driver will need to be looking over the cycleway to spot passengers. Currently when travelling at less peak times, or when there is only one person at the bus stop it is necessary to be standing on the road side to signal the bus to see you and the bus has time to stop safely.
7. How practical is it to have parking on the Hutt Road:
- a. How easy will it be to reverse park into one of these parks, when the traffic coming from behind will be travelling at 60km/h.
 - b. How easy will it be for crèche parkers to park in the p10 parks when the traffic currently is congested bumper to bumper and presumably in the future the T2 lane flowing at 60km/h. How easy will it be to open their car doors to exit the car with T2 traffic travelling at 60 km/h heading to the city in the mornings.
 - c. How will these crèche parkers be able to extract their children from the car in the mornings when they will be standing in the cycleway, trying to lift a child from a car seat and take their days belongings into the crèche across the cycleway.
 - d. Only commuters heading south will be able to easily use the p10 parks outside the crèche. Currently a number of the people using this crèche are approaching from the south in the mornings and cross over the two lanes of traffic to angle park in front of the crèche, will they need to make a u-turn over the two lanes and then force the T2 to stop while they park the car.
This problem is further accentuated when they are returning from work to pick up their children in the evening as most will be approaching the crèche from the city which is southbound.
8. Who will actually be parking in these p120 spaces, with the exception of a few many of the businesses have customer parking. There is some congestion for people trying to park to go to La Cloche unable to park in Westminster Street, but on the whole I have not noticed it a major issue of short term parking to enter the businesses.
9. Where will all the people that currently park on the footpath along the Hutt Road park? These parks are full at 7.30am on business days by people who work in the premises along the Hutt Road, they are not shoppers or people using the services of the businesses. What will the impact be to Kaiwharawhara Road, Cameron Street and Rangiora Avenue?
10. Why are they removing the bus stop from the bottom of Kaiwharawhara, now more people will need to venture across the Hutt Road to go to catch the bus. This is further away from residential houses and the business up Kaiwharawhara Road. This will further discourage those people from using a bus as it is becoming less convenient.

11. Moving lights to the other side of the road will mean it will be dark where the pedestrians walk, does this not create safety issues for walking in the dark to see and be seen?
12. Is there an intention to move the traffic light poles and where will the buttons be to instigate the pedestrian crossings?
13. This proposal has not addressed all the issues:
 - a. The crossing over the Hutt Road by Rangiora should flow towards the bus stop – not away from it as many using the crossing are intending to use the bus.
 - b. Nothing has been done to address the problem of people trying to walk up and down Onslow Road and trying to cross the Hutt Road.
 - c. Creating an area for people to park their cars who work in the area.
 - d. Looking at all options for people travelling, like considering reopening the Kaiwharawhara railway station to encourage people to use public transport and making more trains stop at the station.
14. The video representation of the changes is not realistic and was not filmed on a normal busy working day. It makes it look like not that many cars park on the footpath whereas every day I go past it is full of cars including parking on the grass berm near the Aotea interchange.

Karen McKeefry
77 Amritsar Street
Khandallah
Wellington 021 04 26 727

Hutt Road Cycle path – Submission

935

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Wellington Central	Wellington Chamber of Commerce	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

DO YOU HAVE ANY GENERAL COMMENTS?

In principle we support the implementation of the cycleway, however we have concerns about the reduction of car parking in the area and the impact this will have on businesses in the area. We also expect there to be enforcement of use of the cycleway - no picking and choosing by cyclists. We are pleased this is a collaborative approach by central and local government. See our full submission for more detail.

**Wellington Chamber of Commerce Submission
to Wellington City Council
on its Hutt Cycleway Consultation
April 2016**

ABOUT THE CHAMBER

The Wellington Chamber of Commerce (the Chamber) has been the voice of business in the Wellington region for 160 years since 1856 and advocates for policies that reflect the interest of Wellington's business community, in both the city and region, and the development of the Wellington economy as a whole.

The Chamber is accredited through the New Zealand Chamber of Commerce network and as part of our wider organisation is also one of the four regional organisations of BusinessNZ. Our organisation also delivers ExportNZ to Wellington and the Hawke's Bay.

INTRODUCTION

The Chamber welcomes the opportunity to submit on the Hutt Road Cycleway (the Cycleway).

Wellington Chamber members are concerned with transport network issues across the region and are generally supportive of projects which seek to address these issues. The current state of congestion caused by the transport network is impacting business, but on a larger scale, is placing pressure on the limited access in and out of Wellington and the city's overall state of resilience.

The Chamber supports methods to address congestion and improve the region's resilience. In principle, we support completing the cycleway which will separate traffic flows, reduce delays, improve safety for road users and strengthen a key access route.

We are, however, concerned with the reduction of one-third of carparks in the vicinity of this leg of the Cycleway. We have to trust the surveying done to assess this supply and demand but expect Council is working with those affected to mitigate the impact this may have on the value of commercial leases in the area.

We expect the Cycleway's design and implementation adheres with best practice standards. We would be disappointed to see an outcome comparable to the Island Bay Cycleway which has not been well-accepted in the community.

We are also concerned with the Council's media comment that cyclists may use the T2 lane as an alternative. We would condemn the use by cyclists of the T2 lane where a designated cycle-way exists. A lack of enforcement of the Cycleway's use would invalidate the level of investment placed into this infrastructure.

CHAMBER COMMENTS

We note from the Council's Car Sharing Policy consultation that, the city's population is expected to grow from 200,000 to 250,000, and Greater Wellington is predicting an additional 11,500 cars during peak traffic by 2031.¹

We are also expecting an increase in freight movement and private vehicles on roads. Through participation in recent consultations, we are aware that freight levels are expected to increase by 75% over the next 25 years,² with the majority of this growth expected to be in road freight. Freight movement on roads are expected to increase from 236 million tonnes in 2012, to 373 million tonnes by 2042, an increase of 58 percent over 30 years.

The business community continuously expresses concern about increasing congestion and the impact this has on ease of business. Wellington Chamber members regularly inform us of issues which impact their ability to do business, and issues which they believe are holding back Wellington's economy.

Cross-city congestion and slow infrastructural development are two issues regularly cited by our members as limiting their ability to do business, and limiting the region's ability to be more successful. Congestion impacts freight movement and connectivity between business and consumers, and business and staff. These barriers limit efficiency and add costs to business, and accordingly add costs to the consumer.

While congestion is a daily nuisance for road users, it is also a significant issue for the region's resilience. The Wellington region is accessible through limited routes, and this places high pressure and risk on these limited routes. As the capital city, much of the region's commercial enterprise is based around government as its hub. Should access in and out of Wellington be impacted, the region's commercial activity would be detrimentally impacted.

¹ Wellington City Council Draft Car Share Policy, March 2016.

² Ministry of Transport Vehicle Dimension And Mass Consultation, February 2016.

Wellington Chamber members are supportive of measures which address these issues, and current examples include the Transmission Gully project and progress to address the Ngauranga to Wellington Airport route. In this instance, we endorse the Cycleway which will strengthen the usability of one of the routes in and out of the city. The project, if successful, should both ease congestion by separating fast and slow commuters, while also widening and strengthening a crucial piece of road. This will improve, to an extent, the resilience of that piece of roading.

CONCERN: Car park reduction

While supportive in principle of implementing a cycle network, the Chamber is concerned with a reduction of one-third of car parking in the Cycleway's vicinity.

We know that businesses in this area have expressed concern at this and the flow on effects of reduced car parking.

Without having commissioned our own research on car park capacity and demand in the area, we trust that the surveying was undertaken using best practice and is correct.

While recognising that a general principle of the cycleway network is to reduce car parks, we urge the Council to recognise the commercial impact of this, particularly on the value of leasing arrangements undertaken by businesses. Access to car parking is often a key factor dictating the location and value of a commercial lease.

Where the reduction of car-parking causes a detrimental impact on an existing commercial leasing arrangement, we trust reasonable steps will be taken to mitigate this impact.

CONCERN: Enforcement of use

The Chamber is concerned with a comment made in the Council's Media Release of 18 March 2016 "*Hutt Road cycling website: have your say*", namely that the T2 lane would be "reserved for passenger vehicles carrying two or more people including in-service taxis, motorcycles, mopeds, emergency vehicles and **cyclists who choose to ride on the road rather than the bike path.**"

Given the level of investment placed into this project, it would be a significant concern to investors if the infrastructure was not used by those whom it is designed for.

We condemn the use by cyclists of the T2 and other portions of the road, where the Cycleway is present. This would invalidate the purpose of the infrastructure.

We would expect there to be no choice by cyclists in the matter, and we would encourage enforcement of this.

CONCERN: Design and implementation process

The Chamber is pleased that this particular leg of the cycleway network is being prepared in conjunction with central government.

The Chamber would expect the design and implementation process to draw on successful best practice standards, and bear no resemblance to the concluded Island Bay cycleway.

CONCLUSION

It is in the best interests of Wellington's business community that current transport issues are addressed and future transport issues are mitigated.

We support the implementation of the cycle network to reduce congestion issues, and to increase network resilience.

These goals will not be achieved if poor design and planning occurs, and if cyclists are allowed to continue to use the road where cycle-ways exist.

We expect best practice systems to be used to implement this infrastructure, and enforcement measures to ensure cyclists do use cycle-ways where they exist.

We also expect Council to recognise when its projects influence businesses in the area, in this instance, removing car parks. We expect Council to take reasonable steps to mitigate any detrimental impact on these businesses.

Hutt Road Cycle path – Submission

936

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Paul Barnes	Khandallah	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

Please make sure that people don't exit onto bike path as they do in Victoria St. People almost fall out of a bus. They take a couple of steps involuntarily. And that puts them right into the path of cyclists.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I would rather cycle on the side of the road, with a narrow dedicated lane. Two way cyclists and pedestrians will be chaos, so people might still want to ride on the road, which will make drivers hostile.



Paul Barnes

22 Everest Street • Khandallah • Wellington 6035

27 April 2016

SUBMISSION ON HUTT ROAD CYCLE PATH

I am very keen cyclist and commute daily by bike on this route. Please do not think that the Cyclists Action Network represents the views of all cyclists.

I believe that spending for cycling safety should be prioritised rationally, in line with usage and accident data. [Strava](#) publish a map depicting the intensity of road usage by cyclists. The Hutt Road is a heavily used route – in stark contrast to the Island Bay cycleway, where much has been spent for very few people.

I believe that the high volume of cycling traffic on the Hutt Road route likely merits the spending of some money on improvements. But big things could be achieved with very modest amounts. For example, why is angle parking allowed on the western side of the road just to the south of Tinakori Road? Those spaces are too short, stick out into the path of cyclists, and should be replaced with parallel parks.

I would much prefer a narrow cyclist-only lane on each side of the road. This need only be ~600 mm wide.

It is chaos on today's path with two-way traffic, pedestrians and moving cars. Removing the lampposts will be a huge improvement. But I would prefer a one-way flow. Pedestrians don't mix well with bikes when groups of teenage girls spread out and move around randomly.

I know you will take it as a personal slight, but the Island Bay cycle lane has been a disaster. Expert cyclists I know and whose judgement I trust choose not to ride in the lane. Please don't repeat the same mistakes with the Hutt Road.

A few years ago there was a spate of complaints in the Dominion Post letters column about cyclists not using the Hutt Road cycle path. I still don't use it along parts of its length that are not safe. But many of the writers clearly felt angry about cyclists not using the path. I worry about being deliberately pushed off by such people. So there is a real world cost in safety to you getting this design wrong. Rather than encouraging cycling you risk further antagonising the anti-cyclist bigots.

In my view safety could be improved dramatically with very cheap changes.

Yours sincerely

PAUL BARNES

Hutt Road Cycle path – Submission

937

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Luke Troy, GWRC		Greater Wellington Regional Council	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

DO YOU HAVE ANY GENERAL COMMENTS?

Greater Wellington Regional Council (GWRC) supports the proposals to upgrade the existing cycling and pedestrian facilities and to provide priority measures for buses and high occupancy vehicles along Hutt Road.

By email

8 April 2016

File Ref: EXTR-12-418

Shed 39, 2 Fryatt Quay
Pipitea, Wellington 6011
PO Box 11646
Manners Street
Wellington 6142
T 04 384 5708
F 04 385 6960
www.gw.govt.nz

Hutt Road Cycle Path Consultation (KCIF02)
Freepost
Wellington City Council
PO Box 2199
Wellington

Greater Wellington feedback to WCC Hutt Road Cycle Path Consultation

Greater Wellington Regional Council (GWRC) supports the proposals to upgrade the existing cycling and pedestrian facilities and to provide priority measures for buses and high occupancy vehicles along Hutt Road.

The proposals are consistent with the agreed policy framework and strategic direction in the Wellington Regional Land Transport Plan (RLTP) 2015 which seeks to improve the safety and level of service for pedestrians and cyclists and to improve public transport reliability and journey times. The proposals aim to significantly improve the provision for these modes along Hutt Road and as a result are expected to contribute to these high level objectives. The RLTP also specifically identifies improvements along Hutt Road for buses, walking and cycling within the *Ngauranga to Airport Corridor Strategy* chapter. We note that the proposals are likely to have an impact on general traffic and this will need to be considered and managed as part of the wider strategic network.

The proposed bus priority infrastructure is strongly supported as it will reduce journey times for bus users at peak times. However, we do have some concerns about the potential impact on bus travel times of proposed on road parking in the T2/T3 lane outside the 7am to 9am period. The proposal will involve a reduction in road capacity from the current situation. Existing traffic count data suggests that traffic volumes remain somewhat elevated between 9am and 10am (compared with the remainder of the off-peak). This demand, combined with merging issues where two lanes become one where the on-road parking begins, could result in congestion that may negatively impact on bus travel times and bus users along Hutt Road during that 9am to 10am period. We note that new traffic count data is currently being collected and ask that WCC review the likely level of service along Hutt Road under the proposed new road layout, to be confident that bus travel times will not be adversely affected outside the proposed hours of operation of the T2/T3 lanes.



The proposed bus stop consolidation will have some implications and we look forward to continuing to work closely with Wellington City Council to resolve any issues in light of the public feedback received through this engagement process.

The enhanced cycling facility along Hutt Road will form part of the southern section of the overall Wellington to Hutt Valley cycleway/walkway link, which is given a high priority ranking in the RLTP and forms part of the wider regional cycling network. We are pleased to see Wellington City Council progress this project as a priority.

The RLTP also promotes the use of network management tools to optimise network performance and capacity. Accordingly, we support the proposal for peak period lanes that give priority to buses and vehicles with multiple occupants during peak times.

We note that the consultation documents refer to these lanes as a T2 lane, but that a text box on the website notes that it is for use by “high occupancy vehicles (e.g. buses, taxis, vehicles carrying **more than** 2 people), motorcycles and mopeds”. If it is for vehicles carrying “more than two” people (rather than “two or more” people), then it is a T3 lane and we request that this be clarified.

GWRC notes that good promotion and enforcement will be critical to ensuring these T2/T3 lanes are effective. Lessons should be learned from the previous unsuccessful T2 scheme in the region. We request that if the T2/T3 lanes do not prove to be effective, they should subsequently be converted to peak period bus lanes.

In relation to provision for cyclists to use the T2/T3 lane, Greater Wellington notes that the engagement website states *‘The transit lanes would be reserved for passenger vehicles carrying two or more people, in-service taxis, motorcycles and mopeds, emergency services **and cyclists who choose to ride on the road**’*. We believe an on-road option should be maintained for those cyclists who prefer this option, as is proposed, and that this should be made very clear in the resolution and on any signage.

However, we strongly recommend further consideration be given to the proposed width of the T2/T3 lane to ensure this will safely accommodate these cyclists (and also mopeds) given the operating speeds and potential speed differential, and that lane widths are designed to meet best practice standards¹.

Thank you for the opportunity to provide feedback on these proposals.

Greater Wellington does not wish to make an oral presentation.

¹New Zealand Supplement to the Austroads Guide to Traffic Engineering Practice Part 14: Bicycles – Source: <http://www.nzta.govt.nz/assets/resources/nz-supplement-austroads-gtep-part-14-bicycles/docs/nz-supplement-austroads-gtep-part-14-bicycles.pdf>

Yours sincerely

Luke Troy
General Manager
Strategy Group

DD: 04 8304155
Luke.troy@gw.govt.nz

Hutt Road Cycle path – Submission

938

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Caroline West	Seatoun	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Overall comments

1. As a general rule, more cyclists ride on the road rather than on footpaths. Therefore, it makes more sense to explore ways in which to improve the safety and experience for cyclists on road minimise impact on traffic flow and minimise the comfort and safety of pedestrians.
2. The intention appears to be to accommodate a predicted increase in the number of cyclists and so any proposed changes to existing footpaths and roading needs to consider what a significant increase in cycling numbers might look like on that shared pathway.
3. It is unclear what statistics support this proposal. For example:
 - the number of cyclists using this route at different times of the day, the proportion of these cyclists who use the road rather than the footpath and the proportion who cycle between Thorndon Quay and Petone
 - parking statistics – which parking spaces are used when, who the users of these spaces are (ie business staff v business customers), if existing business parks are under-utilised because it's "easier" to park on the road.
4. The proposal only addresses 3km of the 10km between Thorndon and Petone so it's unclear how it is likely to have any positive impact on the numbers of cyclists commuting or using this route, cyclist safety, traffic flow, and pedestrians' experience.

Specific comments about the proposal

1. Parking in T2 lane reduces the road space to one lane, which will lead to increased conflict between on-road cyclists (who continue to use the road rather than the footpath).
2. Parking in T2 lane reduces the road space to one lane, which will lead to increased conflict between people getting in and out of cars and all road users.
3. Parking in T2 lane reduces the road space to one lane, which will make travel less safe for on-road cyclists who continue to use the road rather than the cycleway.
4. The proposal does not recognise that International best practice is for physical separation of pedestrians and cyclists, and for cyclists travelling in opposite directions:
 - Individual cyclists commuting or exercising on this flat straight road are likely to be cycling at speeds in excess of 25kmh. Cyclists travelling in bunches (as often happens at peak times and at weekends) are likely to be travelling in excess of 30kmh.
 - It is unsafe for cyclists to be passing each other or pedestrians at these sorts of speeds on a narrow path.
5. The proposed arrangement of having a cycle path to the left of parked cars in Island Bay has created considerable conflict between pedestrians, cyclists and road users. Similar conflict is likely to be experienced in this proposal because the design is unlikely to motivate existing on-road cyclists onto the cycle pathway and traffic flow will be impeded.
In fact, the conflict is likely to be greater because of the speed at which all traffic moves and the volume of traffic on this particular route.
6. Moving the car parks makes it less safe for pedestrians, cyclists and other vehicles because visibility becomes more of an issue.

Alternative suggestions

1. Take the parking away on this section of the route. There does appear to be sufficient parking space available at all businesses along this bit of the route.
2. The proposal is to have 5m dedicated as 2m footpath + 2 x 1.5m cycle way in each direction. Instead. Have a 2m shared footpath as currently, and have a dedicated 1.5m cycleway, on road, in both the north and southbound directions.

Hutt Road Cycle path – Submission

939

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bruce Spedding	Other	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

I'll add a written submission

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

doc to upload - you really need to have at least one meeting at Petone, you are sampling only half the potential user group by only consulting in the city. I'm quite surprised. maybe Johnsonville as well?

I have commuted between Eastbourne and the CBD daily for 8 years.

I support the changes being proposed, very exciting - I have a number of suggestions to add regarding relatively minor issues.

Lights at bottom of Ngauranga - the time allowed for crossing heading north to Petone from the cycleway is too short, especially in relation to the time between crossings. Also the time window before the bike crossing sequence when pressing the button is too long, not uncommon to arrive, stop, press the button and not get the sequence. Perhaps insert an additional crossing opportunity in the overall cycle.

The cycle/pedestrian crossing of the left turning lane (heading from Petone through to the Old Hutt Road) coming through the tunnel under the motorway is a blind corner, could use some control/warning for vehicles that cycles may be crossing.

The markings on the cycleway are ambiguous - it's not unusual to meet a cyclist coming the other way riding on their right - the marking on the cycleway should continuously reinforce the keep left rule. If no centre line is present (no problem there) then markings/arrows should be used to indicate keep left, just as we do on the roads.

Kerb crossings to access businesses extend way across the cycleway, creating a continuous "wave" when riding, especially if near the road edge, these should be shortened and/or smoothed much more.

Kerb crossings are almost impossible to see from the opposite side of the road, so crossing over from say the left (heading north) to the cycleway, especially at night, can be fraught and dangerous if the kerb crossing is not properly located. Kerb crossings should be clearly marked so they are visible from the cycleway and also clearly visible from the other side of the road.

It would also be useful if there was some marking on the road to warn motorists turning across the cycleway to watch for cyclists - the current emphasis is on vehicles exiting businesses.

All driveways should have no parking for at least 1 car length either side of entrance (probably largely redundant now)

Speed bumps at business entrances must be reinforced with signs, otherwise drivers focus on the bump, not oncoming cycles.

Good effort - looking forward to seeing it in reality (and more).

Cheers

Bruce Spedding

winzurf@gmail.com

Hutt Road Cycle path – Submission

940

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ray Whelan	Maupuia	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Cycleway Submission

I strongly oppose the Council's proposal to install a cycleway on the Hutt road. We already provide heavily subsidised trains and buses through these areas and to take patronage from these modes does not make sense. Looking at the cycling statistics, usage of this area is minimal at AM Peak and almost non-existent for the rest of the day. What does the cost benefit look like?? You want a 3.9% rate increase and plan to waste money on this ridiculous and unnecessary project. To remove a large portion of the car parking is beyond belief as this area is currently hopelessly short of parking to visit businesses. To allow cyclists to ride on the road and not use the proposed cycleway if they choose—is this for real?? We have light rail out of Johnsonville let's get a project to maximise this service EG more buses from surrounding areas to feed into J/ville. Thank goodness for upcoming elections.

Hutt Road Cycle path – Submission

941

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rosamund Averton	Mount Victoria	Individual	No

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Submission:

Below are my comments in the same order as those on the form.

Section 1:

Rosamund Averton
Flat 12/17 Brougham Street,
Mount Victoria,
Wellington 6011.

Phone: 04 3851 495

I do not wish to make an oral submission as I consider the time allowed for submitters derisory.

I make this submission as an informed individual, regular walker, public transport user.

Section 2:

Q1. I do not support the proposed changes to Hutt Road that involve the removal of any vegetation on the berm between Hutt Road and State Highway 1.

Comment: All existing vegetation should be retained and consideration given to planting a new hedge besides the Hutt Road.

Q2. I travel the route regularly; to and from Thorndon Quay, Aotea Quay, Kaiwharawhara, Rangiora Avenue, Onslow Road, Johnsonville and Petone.

Comment: This shared route works well the only enhancement would be to create a footpath/cycleway on the western side from the first bus stop under Aotea Bridge going north to the penultimate bus stop by Jarden Mile.

Q3. I generally walk but sometimes I travel on a bus. My sight is now impaired and I no longer drive.

Q4. I do not support the proposed changes for pedestrians.

Comment: The proposed changes appear to be a means to alienate pedestrians and succour cyclists. Creating a second "Island Bay" will satisfy nobody.

Q5. The route is already a shared path and works well.

Comment: The only improvement that I seek is the planting of a hedge between Hutt Road and the existing footpath this would add aesthetically to the route, provide shelter, shade, filter fumes and provide habitat for passing fauna. Another welcome addition would be some seats and rubbish bins together with a floral bower using the existing wall climbing plants and training them. The result

would be ecologically friendly and would also help manage the toxic environment surrounding highways in line with the Water Sensitive Urban Design Guide.

Q6. I do not support the proposed changes for people using buses.

Comment: I do understand that Hutt Road was created by the 1855 earthquake uplift and is therefore vulnerable to erosion, sinking and flooding leading the bus stop shown on Photo 23 to be particularly susceptible.

Furthermore I understand that ideally bus stops should be 150 metres apart.

The distance between bus stops seems to comply with the “150 metre apart rule”.

Heading south:

The first eastern bus stop Photos 22, 23 + 24 on Hutt Road was recently moved, this has meant the shelter and bus stop have been separated causing people waiting in the shelter to be missed by passing buses. The actual stop is about 5 metres from the shelter.

The second eastern stop Photo 11 and is roughly opposite Rangiora Avenue.

The third stop is just before Kaiwharawhara and serves those crossing from Fore Street the next stop under the Aotea bridge is deeply problematic as it is tucked under the heritage bridge with the access either from the pathway of by crossing the ramp and then walking along the berm, a well trodden path; but hardly satisfactory. A controlled pedestrian crossing should be placed at the beginning of the ramp.

Note that Photo 1 does not show the matched bus stop on the western side. A controlled pedestrian crossing over Hutt Road is needed here to allow people to cross from west to east in safety.

Heading north:

The first south-north western bus stop is also problematic as there is no crossing from it, to the Aotea overbridge. There is no formal footpath from this bus stop to School Road one could easily be carved, despite the comments in the TR document [no pagination but page 4 item C by my reckoning] I have not been able to find any explanation of this rejection. A new shared path would serve both cyclists and pedestrians. Access across school road is straight forward, mysteriously there is a sealed path to the corner of Kaiwharawhara but no direct pedestrian controlled crossing on the southern side of Kaiwharawhara Photo 5. I note that there is a proposal to remove the bus stop by the substation No.43 route going south I can see no reason for its removal. The bus stop at the bottom of Fore Street should be retained and a shelter erected logically it should connect directly to the existing controlled pedestrian crossing. Again the path peters out on the western side going north a continuation at the base of the hill and would serve both cyclists and pedestrians. The next

bus stop (absent from Photo 11) and shelter is at the base of Rangiora Avenue this stop should be retained. [Rangiora Avenue is an access, still without directional signage, to the heritage multi-stepped access to Amritsar Road, Khandallah and a safe alternative to ascending via Onslow Road]. The path could continue from here to Onslow Road and then along to Ngauranga without any bus stops but with a deviation via a controlled pedestrian crossing over Onslow Road and across to the eastern side of Hutt Road.

The penultimate bus stop is just before Jarden's Mile and I am delighted to see that a controlled pedestrian crossing east to west is planned, as it was in 2005! I propose that the bus stop should also accommodate the 81 and 83 buses. The present arrangement sometimes means that people wait at the wrong stop. In recent times drivers coming down Ngauranga Gorge/Centennial Drive halted by the traffic lights ask passengers if anyone wants the "Hutt" bus...encouraging people to alight. This sensible arrangement could be pragmatically legitimised for any bus descending Centennial Drive/Ngauranga Gorge. The proposed "bus lane" should include the erection of a new bus stop/shelter with rubbish bin.

I have only recently realised that there is an existing pedestrian crossing and note that there appears to be a similar cycling arrangement. I've not seen anyone use either, ever! A directional sign to the Petone walkway is also needed, densely planted corokia hedging would also greatly enhance this "shared" route. Most cyclists seem to prefer cycling on SH2. It is my recollection that the wire barrier was slowly erected over about a 10 year period. I walked that way when one was exposed to traffic whizzing past.

Q7. Cycle users are a very effective lobby group who can speak for themselves.

Q8. I do not support the proposed parking changes. The status quo seems to work well for all users.

Q9. I do not support the proposal to provide "T2" transport lanes. A similar arrangement on the Mana Esplanade route was problematic reducing sight-lines for pedestrians crossing on this narrow winding route in either direction.

Q10. Commentary::

I have appended my commentary to each question.

In earlier submissions including the Ngauranga2Airport Study I said:

"I am pleased that urgent attention is to be given to upgrading the area just beneath the Aotea Quay off ramp. The triangular island is derelict except for a new directional sign. There is a need to present an attractive entrance to the City for those arriving by Ferry or Cruise Liner. At present there are no pedestrian crossings at this intersection. Pedestrians must cross over what is essentially a motorway with the added hazard of a blind bend on the Western side."

"I applaud the intention to complete the street improvements from Bunny Street to Hutt Road

including the new BNZ intersection planned for Kings Wharf and look forward to WCC and HCC finally resolving the matter of the train-side track that abruptly ends well before Petone. Pedestrians have no choice but to walk up the on-ramp facing the vehicles coming down to Highway 2.”

“Encouraging heavy freight transporters’ to use barges or other water transport is essential to minimise both wear-and-tear on road surfaces and to reduce road congestion.

Kaiwharawhara should become the “hub” for all heavy land transport with facilities provided to allow it to become the feeder/collector for barged goods across and around the harbour and eventually to all points North and South.

My observations are that much of the heavy freight traffic goes relatively short distances within suburbs along “feeder” roads instead carriers should be required to where practicable consider using a harbour route thus minimising both wear-and-tear on the road surfaces and limit congestion points for other road users.”

Thank for this opportunity.

Hutt Road Cycle path – Submission

942

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Stuart	Karori	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

943

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
K Foran	Te Aro	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

As a cyclist as well as a car user I think this will be a good solution for this stretch of road.

Hutt Road Cycle path – Submission

944

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Shane Mercer	Churton Park	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

As a regular cyclist along this stretch off road. One of the real danger points for a cyclist is with all the traffic coming across by the childcare centres. Removing the angle parks is a good thing. Where the traffic cross the path from the childcare centres it would be great if there was some sort of flashing light or warning to cars exiting during peak times to watch for cyclists.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

945

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
		Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The people that cycle on Hutt Road think they are 10 feet tall and forget that sometimes in a car you have limited visibility. As a driver you need to edge forward and go into the cycle lane to get a better view of the road, give them any more road/footpath and you will see a lot more accidents

Hutt Road Cycle path – Submission

946

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Lynley Fletcher	Khandallah	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

A number of cyclists don't use the underpass under the Aotea Quay on-ramp and instead cycle along Hutt Road. The changes proposed will mean that the T2 lane will stop just before this intersection and cars will be changing lanes in this short length of road to either travel along Aotea Quay or along Thorndon Quay, depending on how many people are in their vehicle. This considerable confusion will be complicated by cyclists travelling across the entrance to the on-ramp, creating a danger to cyclists.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

The T2 lanes around the Aotea Quay off ramp and Kaiwharawhara Rd and also the Aotea on ramp are poorly thought out. They show little experience of the existing situation. This is explained in the next question.

DO YOU HAVE ANY GENERAL COMMENTS?

Introducing a T2 lane just before the Kaiwharwhara Rd traffic lights shows little understanding of the congestion of this section of road during the evening peak time at present. At the intersection of the Aotea Quay off-ramp and Hutt Road cars change from the right lane into the left lane in order to travel up the

Ngaio Gorge. This slows traffic down considerably. At the same time you are now also going to have cars changing lanes before the traffic lights to get into or out of the T2 lane. A merging situation that already slows traffic considerably is going to be a lot worse under this proposal.

The potential for accidents due to changes for traffic travelling south on Hutt Road before the Aotea Quay on-ramp is likely to be increased. At the moment cars that will be travelling along Aotea Quay get into the left hand lane on the Hutt Road and stay there. Similarly those wishing to continue to travel along Hutt Road get in the right hand lane. Cars generally travel at a reasonable speed along this stretch of road, even at peak times and there is little merging as most people get in the correct lane for their destination early. What is proposed is that with the T2 system finishing just before the on-ramp, vehicles without passengers will have a very short length of road to change lanes to use the on-ramp. This will cause traffic in both lanes (including buses) to slow, surely undermining the whole purpose of this exercise. Cyclists using the road rather than the cycle underpass will further complicate things, as they do already.

Hutt Road Cycle path – Submission

947

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tara	Other	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

948

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
James	Brooklyn	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Please consider improving sightlines either side of business entrances - the proposed off-peak parking is very close. There is a risk of collisions if drivers and cyclists do not see each other past parked vehicles, especially if some are trucks, vans, or other tall vehicles.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Some buffer space or other delineation between pedestrians and cyclists on the wider CBD end of the path to improve comfort and reduce the 'whoosh' effect.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Buffer space as mentioned above. (Physical separation with a kerb or similar would be nice in principle but might make it more difficult for people walking and on bikes to avoid vehicles waiting to enter / exit businesses at driveways.)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

Further work to change Westminster St into a driveway and extend priority for walkers and cyclists across the entrance

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Please consider improving / formalising parking layout at the west side of the road just south of the junction with Centennial Highway, to increase parking for commuters who want to walk or bike the rest of their journey.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

T3 or pure bus lanes - T2 lanes would be less disruptive but T3 or bus lanes would have the most effect on transport choice, and so on reducing the number of vehicles travelling to the CBD via this route.

DO YOU HAVE ANY GENERAL COMMENTS?

The design looks like a pretty good improvement given the constraints. I would prefer to see better sightlines at business entrances.

It would be great to have cycle lanes that don't affect the parking and that work for fast road riding, but studying the plans shows that would require removing a vehicle lane south of the Caltex, which I guess would have too much impact on traffic.

Hutt Road Cycle path – Submission

949

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Trevor Smeaton	Johnsonville	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

The number of Pedestrians who walk, which I beleave from my travelling along the hutt road every day is rather small

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

The speed of the bikes travelling along side of the pedestrians

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The push by the current Mayor and her obsession to have cycle lane through out Wellington at any cost with no thought to other users of the roads needs to change. We have problems with cars moving as it is with out this T2 lane problem, and as for removing car parking, its a joke. Leave the Kiawharawhara parking as it is. The cost of parking in the CBD is prohibited, so people can drive in to areas that have no cost then ride to work from there.

Hutt Road Cycle path – Submission

950

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Shelly Slater Ryan	Kaiwharawhara	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Pedestrians and cyclists travelling at speed are a poor mix. The children going to the child care centre along the road are at risk by cyclists

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

This proposal on a main route into Wellington has been poorly thought out. In the documents. some vehicle figures produced relate to 2011 and are outdated. yet the cycle figures are current - how can a good decision be made with outdated figures?? The square metre mix of Pedestrians, Cycles, T2, parking is unfair to the large majority. Having been a pedestrian along the Hutt Road, the speed of the cyclists is already too fast. This plan encourages more speed by cyclists. Keeping the current width of the shared cycle way/pedestrian does restrain the cyclists speed. Those cyclists who wish to travel at higher speeds can and do use the road. The logical conclusion is to explore better options. With electric cars now being in production, emissions will be reduced. Cars, are absolutely necessary for a business to operate. I also have

concerns that the Ferry traffic - a significant portion being large trucks and camper vans have little opportunity to move into the T2 lane in time for their turnoff. I support the removal of the lighting poles to the other side of the street.

Hutt Road Cycle path – Submission

951

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andy	Khandallah	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Re figure 9, p23 of the document - how is the road wide enough outside the childcare businesses to have parking between 7 and 9 am? Why are these businesses specifically catered for but other businesses are not? How will traffic joining Hutt Road from Onslow Road be able to merge into the new layout with a T2 lane? If cars can't move onto Hutt Rd, traffic will back up even worse than now on Onslow Rd. Some cyclists do not use the current cycle lane. Why make provision for those cyclists who "choose to ride on the road"? If this lane is for cyclists they should have to use it, not choose to stay on the road. Bikes weaving between traffic has to be more dangerous than being on the cycle lane.

Hutt Road Cycle path – Submission

952

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David Jacobson	Newlands	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Vans park at Ngauranga Hutt Rd intersection going south. This makes it tricky to negotiate getting across the South feed from SH2 onto Hutt Road.
Should be no stopping here.
Since Geeves have located to Hutt Road cars block cycleway while they are parking.
Lamp posts on cycleway are dangerous

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

Do we need a T2 lane

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Good to remove the parking from footpath.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

953

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Sheila	Khandallah	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

This is all about cyclists - its being rushed through without fair consideration to other users of this corridor. Move the light poles, pause, review alternative routes. Island Bay is a perfect example of rushed process

Hutt Road Cycle path – Submission

954

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Other	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

955

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David Lloyd		Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Extending the T2 Lane to past the over bridge (about 100m further than currently proposed) to make other road users more aware of cyclists who chose to use the T2 lane who cross the lane here to carry on to Thorndon Quay. Also, I didn't see any mention of how you plan to deal with people entering and exiting businesses with off street parking that have to cross the cycle lane to get to that parking - child care centre, placemakers etc.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

From a cyclists perspective, parallel parking is far preferable to angle parking. Thorndon Quay in the evening is still pretty risky if you ride to the left of the white line, as cars backing out don't see you.

DO YOU HAVE ANY GENERAL COMMENTS?

I think it's great what you are doing with cycling and encouraging people to use bikes as away to get Wellington moving. Two other things I think you could consider would be firstly allowing cyclists to use the bus only lanes, as this would allow a much easier transition through the city (particularly heading up Willis Street and Manners streets. Secondly to have a Cycle priority light ahead of the general green for cars

(similar to what you do for the buses on Lambton Quay) on some of the very busy intersections - Mulgrave street, railway station and outside the Shell station for example, as this would allow cyclists to get away and get clear of the cars. Beyond this, the traffic is generally slower, but those intersections can be a bit troublesome.

Hutt Road Cycle path – Submission

956

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bex	Other	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

957

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bronwen Wall	Ngaio	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Adding a button-activated flashing light warning vehicles leaving the Spotlight car park of approaching cyclists - especially cyclists approaching from the Wellington city side since most vehicle drivers leaving the Spotlight car park are looking northward to check for traffic from that direction. I know of at least two collisions, with vehicles leaving the Spotlight car park not noticing a cyclist on the cycleway and pulling out in front of them. This is understandable. As a driver, I'd be looking to avoid traffic and merge quickly into the road lane. A flashing "Cyclist approaching" sign with an arrow to indicate where the cyclist is approaching from would be useful for vehicle drivers.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

I think this is a great proposal that will enhance safety for pedestrians and cyclists alike. It will have little effect on parking for commercial enterprises as many of the major businesses along this stretch of road have allocated parking areas within their premises (for example, Spotlight, Placemakers) or

on side roads (for example, Java, Animate).

In fact, it will make it easier and safer for drivers who wish to leave car parks as the on-street parallel parking means they will no longer have to back out of angle parking into oncoming motorised, non-motorised and pedestrian traffic.

I support the movement of the bus stops to sit next to the road where it will be easier for passengers to make eye contact with approaching bus drivers and potential conflict with cyclists is reduced.

It is a great idea to remove the obstacles along the cycleway, and the bridge widening is a fantastic proposal as pedestrian and cycling traffic along this stretch is increasing and putting obvious dangerous pressure on this pinch point (with increasing chances for collisions and being pushed onto the road).

Hutt Road Cycle path – Submission

958

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

the Onslow Road/Hutt Road junction - how will traffic work there? Heading into the city traffic (including buses) will be backed up Onslow Road, as fewer cars will be able to merge into a busier not-T2 outer lane. Comnig back home, how will not-T2 traffic cross the T2 lane to get onto Onslow Rd?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

Onslow Rd junction

DO YOU HAVE ANY GENERAL COMMENTS?

Why provide for cyclists who choose to use the road? Surely the point is to get them off the road. Ticket any cyclist using the road. There are plenty now who insist on weaving through traffic instead of using the lane on the pavement.

Hutt Road Cycle path – Submission

959

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mtb	Johnsonville	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

No T2 Lane they fail look at mana one.....

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

T2 lanes are failures

Hutt Road Cycle path – Submission

960

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nicki	Ngaio	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

I am concerned about the ability of streetlights across the other side of the road to light the pedestrian route on the non-light side.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

This is not the ideal option, more physical separation would be preferred, but given budgetary considerations probably best option.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I have concerns about the T2 lane. I would be less concerned if it was for "2 or more" people, but feel that it will back up traffic too much 'upstream' ie along Onslow road and Ngaio Gorge Road, if it is limited to 3 or more people (as implied on the video). Personally, I usually car pool with 2 others, when not bussing, but with the resulting traffic backup along Ngaio gorge, it is very unlikely to result in quicker journeys. Given that bus services are proposed to change for the worse in the Ngaio/Khandallah area, it feels very spurious to promote bussing now.

I disagree with the removal of so many car parks along Old Hutt Road, these are currently utilised, and not

everyone has the ability to easily catch public transport to these areas. We do not live in a city with very frequent bus services, nor fantastic weather.

This submission form feels very patronising, text is far too large in these comment boxes, and not enough opportunity to discuss why you don't like options (as part of the 'No' or 'Don't know' responses).

Hutt Road Cycle path – Submission

961

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bev Bacon	Newlands	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Markings on the shared path need to be obvious and clear - people walk where they walk in my experience and disregard the current bike symbols painted on the path - I get abuse from pedestrians who don't know it's a cycle lane currently.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Moving the car parking off the shared path and onto the road is good - I think that is what is intended but wasn't sure from the video.

Hutt Road Cycle path – Submission

962

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Estelle	Kaiwharawhara	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

I can get behind a cycleway. That being said, I can't support this knowing that the survey done for this project is 6 years out of date, which precedes most of the houses up the top end of Cameron road, and before the railway station was closed. If the survey is redone, and the same results are found regarding bus usage, then sure. But as it stands, I do not at all see how the Kaiwharawhara bus stop affects cyclists.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

The last survey was done in 2013. I know for a fact that there have been some large changes to the makeup of this community since then, with the addition of most of the houses at the top of Cameron Road, and the closure of the railway station. A project such as this should not be passed based on outdated information. Nothing should be voted on pertaining our city based on outdated information. I can see the point of this change, however there is a cycle lane already, and the main issue is not buses, it is drivers who ignore cyclists. This is a problem that needs to be fixed through a cultureshift, not by penalising the bus

commuters. It may be a 400 metre shift. But for me that translates to an extra 10 minutes in the morning, having to cross a main vein road into the city, just to get to school on time. Not to mention the fact that the bus schedule will change to reflect the new stops, which will mean that I will have to pay to have two bus cards running at once, which to be honest I just can't afford. I can barely afford one bus card. I am a tenuous bus user at best, I have adapted to how the current system is operating, figuring out the exact bus that takes me to school, but really if it changes much I will likely just drive. It's faster. And I know for a fact that I am not the only one.

To be honest, what really erks me is that this change was hidden amongst unrelated subjects in the proposal, and there has been no signs or information from council to indicate that this would at all affect the Kaiwharawhara bus stop. Transparency is key when dealing with constituents, and that is not what has happened here.

Hutt Road Cycle path – Submission

963

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jennifer Iles	Kelburn	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

964

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Survey does not allow for much in the way of nuance in responses.
I do support the creation of a cycleway, but not with the proposed solution. The proposal will result in higher cycle speeds, increasing the hazard to pedestrians and vehicles crossing. History has also shown that a number of cyclists will continue to use the road as well (as happens currently). A number of businesses along this stretch are frequented by heavy vehicles, which often have compromised visibility, and can be harder to manoeuvre. This proposal will increase the width of any ramps / accessways, and heavy vehicles will still end up blocking the path way when turning out. The large number of crossings into the businesses all present serious hazards to cyclists and other road users, and will result in an uneven cycle way, once again encouraging cyclists onto the main road.

Having lived in The Netherlands for a number of years, I have seen how it can be done properly. Cycle lanes do not need to follow the main route - it often makes more sense to have the cycle way separate, but nearby. For example, along the Hutt Road, consider building the cycleway between the railway and industrial units (i.e. on the harbour side). There are several places along this stretch where interchange points can be built. This track would then be protected from debris from other road users. I acknowledge that this will likely cost more, but surely it is better to do it once, and do it properly, even if it means building the cycleway in phases. Doing it properly will result in better usage, and more co-operation across user groups.

Maintenance will be key - regular sweeping, adequate lighting and surface maintenance are mandatory. Lack of maintenance of the track from Petone to Ngauranga results in it not being safe, forcing cyclists onto the state highway.

Hutt Road Cycle path – Submission

965

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
M Drager	Ngaio	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

A number of people park their vehicles and walk / ride to work. To encourage this (and following the removal of parking) is there a possibility of freeing some land up at the Ngauranga end for park n walk / park n ride

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Fully support the recommendations. Riding a bike / walking along the footpath currently is hazardous mainly due to vehicle crossing it, in some cases driving along it long distances to/after parking on it and vehicle doors opening into the path of cyclists. Moving the power poles will make a significant difference. The only other requirement would for the area to be monitored to ensure people follow the changes

Hutt Road Cycle path – Submission

966

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bob Rosemergy	Khandallah	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I'm a cyclist and motorist so I have a 'pedal' in both camps. From a cyclist's perspective, changes so as to more safely accommodate the increasing numbers of cyclists is long overdue. Removal of poles, a tarmac that is sealed so as to be without puddles and without bumps (some of the current ones are puncture territory) at many of the entrances to businesses will be welcomed by the cyclists. Expect many of them to go faster! Therein lies the rub: entry to and exit from businesses will be potential points for accidents much more so than at the moment. Judder bars will serve to slow the motorists but not the cyclists. Businesses which are destination venues may find that the loss of current parking for customers will have negative consequences for them. On the other hand, the intent to charge for all parking may stop some of those who currently park there free all day and variously, walk, cycle or bus the rest of the way into the city.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

How do you ensure that the walker and the cyclist have an eye out for each other? This can be a 'sore' point for both parties where a more-or-less shared path is being used and one that I have encountered elsewhere around NZ. In the morning cyclists and

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

#NAME?

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

#NAME?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

+If it works without slowing further the alternative lane. It is apparent that in recent years the amount of

traffic exiting Onslow Road in the morning has steadily increased. Those vehicles don't all come from the Khandallah area and if the lane for 1 pe

DO YOU HAVE ANY GENERAL COMMENTS?

+I'm going back to the questionnaire's format and picking up at Q4. It allows me one choice! Not good enough! I and probably various others travel the road using a car, cycle, bus, almost on an equal basis. These various forms of transport mean we just mi

Hutt Road Cycle path – Submission

967

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ian	Other	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Please consider moving the kerb back to the footpath and having a the protected cycleway at the same level as the road with raised kerbs for the bus stop islands.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Add a designated crossing point at bus stops so both cyclists and pedestrians know where to expect to look out for each other.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

968

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Michael Strack	Aro Valley	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

969

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
M Guildford	Khandallah	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

No

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

The path is already more than wide enough for conscious cyclists and pedestrians. There are very few people who use the footpaths in the scheme of things.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

No

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

Having one-lane for single-use cars at peak-time is going to cause an already congested road into a complete nightmare. The cyclists and pedestrians have ample room on the current footpath for shared and safe use. Generally those that drive to work do so for reasons, rather than taking public transport so this won't make that much difference except cause more congestion on our roads.

Hutt Road Cycle path – Submission

970

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Lizzie Birkett	Northland	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

It is great to see Wellington City Council making changes to encourage more cyclists. Can you do something with Wellington College/St Marks area next please

Hutt Road Cycle path – Submission

971

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Caitlin Kelly	Other	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

972

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Miles Carter	Mornington	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Don't know

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Don't know

DO YOU HAVE ANY GENERAL COMMENTS?

I feel this plan misses the mark and is likely to cause conflict between cyclists and pedestrians as, as well as potentially risks for cyclists travelling against the flow of traffic during busy rush hour periods. There is a lot of talk about cyclists going too fast - this shouldn't be an issue with well designed infrastructure, and slowing cyclists down tackles this the wrong way. Cycling needs to be efficient/quick as well as safe to be a viable alternative to driving.

Hutt Road Cycle path – Submission

973

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Johnsonville		

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I would like to see some options for car commuters to park and walk/ride their bikes from the Ngauranga interchange. By taking all of the car parks off the Hutt Road cycle/walkway, leaves little option for car commuters other than to drive their cars into the CBD. It would be preferable to keep cars out of town as much as possible.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

As mentioned above, I would like you to consider options for car commuters to park and walk/ride their bikes to work. Maybe around Jarden Mile or under the Ngauranga interchange overbridge

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

The changes planned at the Ngauranga interchange traffic lights are great for pedestrians. I would encourage you to reconsider the green light for the bikes to cross from Hutt Road to the beginning Ngauranga Gorge going north. At the moment there is a green light for bikes to cross diagonally to the cycle way. The new proposal would require bikes to make 2 crossings to get to the gorge cycleway. Also there is a sign just past the Document Storage building on the left that says cycleway begins. I would

have thought that the cycleway begins right at the beginning of the gorge at the traffic lights.

Hutt Road Cycle path – Submission

974

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
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DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

975

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
David Weaver	Miramar		

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

I don't understand why such a high priority is given to parking. This road is the only alternative to the motorway for getting to the Hutt, and as such needs to be used for moving vehicles, and not storing them.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Don't know

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes, but please consider...(add comments)

Normally I wouldn't agree with this, but there is a very low volume of foot traffic on this route.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

It's good idea, but I don't agree with using the lane for parking at non peak times. It's a major thoroughfare, and dedicating road space to storing stationary cars is madness.

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

976

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
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DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

parallel parking on the main road could significantly slow traffic as cars take their time getting into and out of parking spots

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

977

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Johnsonville		

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

T2 lane - will frustrate a large number of travellers, while I support in principal to drive car pooling I suspect you'll need to package it with other car pooling initiatives. Please don't make cyclists the reason, if would be an added bonus for cyclists as if you want to bike really fast it is not appropriate/safe to use the bike lane currently. Also a lot of people park on the sides outsides businesses and walk/cycle to work. I think the proposal will eliminate this parking option, and from what I see they park early so road parking with timing restrictions would not be something they can utilise. The gorge is such a dog for cycling up that this is good to have parking options at the bottom of the gorge as at least it gets people cycling/exercising and not having to park in the city. If there was somewhere for them to park still it would be great. There used to be lots of parking by the coffee cart at the bottom of the gorge but for some reason recently it has filled up. I was wondering if it was taylor preston or road works staff, and if that is temporary, as there are lots of hi vis vests people. There seems to be a bit of redundant land by the kayak/trophy engraving place/commercial area and is there any option that could become parking for cyclists that don't want to cycle up the gorge? Or anywhere else down there? The hutt road traffic is only likely to get seriously worse if T2 occurs so it could motivate more to park and cycle, vs park and ride. Or maybe we could put a bike gondola in for getting up the gorge (just kidding on this sentence).

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

I'm not personally effected as I bike every day but I suspect you will need more buses if you are going to get people out of cars. more park and ride options be could be considered

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

biking back up the gorge is dodgy, it is really hard to overtake slower riders, if cars are turning off you are at risk of getting hit, any safety and widening that can be done there would be great, probably out of scope. Also the rocks going up and down are often an issue.

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

covered if first lot of comments with regards to a perception that lots of people park early and walk/ride in.

It would be good if they still had somewhere to go.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

from a policy perspective of enhancing public transport and decreasing overall cars on the road absolutely yes. I would see this as very controversial for the car drivers though. I pulled over at a bus stop once and asked people if they wanted a lift into the city as it was the rare occasion I was driving in and the looks I got was that I was a nutter. Maybe we could do with 2 parts to some key bus stops, like in Jville, where those that are happy for a free lift can stand, giving cars with one person the option to pick up to be able to go T2. This is just one idea but I think T2 in isolation would be problematic given the number of cars on the road and my perception that a fair majority are 1 occupant.

DO YOU HAVE ANY GENERAL COMMENTS?

Thanks for looking into the changes, I congratulate myself every day I arrive at work without getting hit when I bike along there. It is currently a far from pleasant ride. An additional problem is it appears very difficult for cars turning into or out of business, not sure if anything can be done there but would be worth considering.

Hutt Road Cycle path – Submission

978

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
	Khandallah		

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

Better connections across Hutt Road into Kaiwharawhara Road and Onslow Road

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

Better connections across Hutt Road into Kaiwharawhara Road and Onslow Road

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

Provision of parking elsewhere, maybe along Hutt Road to the north of the petrol station or in some of the other land along the road

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

I suggest it needs a good monitoring programme to make sure it is working. This road is busy at peak times so adding delays to motorists is not best for all road users

DO YOU HAVE ANY GENERAL COMMENTS?

Hutt Road Cycle path – Submission

979

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

T 2 lanes cost plenty and proved little at Mana, have you not learned from this.! Also all of this is deemed to penalise the average motorist and lead to even more peak time congestion. It is simply not possible for everyone to car poole due to their destination, time available to complete the commute task and also mobility abilities. Please think of the years ahead not the todays,and also our climate especially in winter. I also do not detect any restrictions for the cyclist who travel at great speed all of the time slowing for very little. Being nearly knocked over by one cyclist outside French restaurant bus stop recently I was am very aware of this. With this great expenditure please consider the biggest user of these roads and the minimal if any advantage to vehicles who simply have to continue into and out of the City no matter what. Our current Mayoress stated in one interview recently that up to 400 cyclists use this means path of transport daily. Travelling this road often I would dispute that absolutely. A very big expenditure for little advantage for the greater population of this lovely city as I see it.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes, but please consider...(add comments)

yes but the path is very wide for walkers who are mainly individual most of the time.

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes, but please consider...(add comments)

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

No

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

I cannot see the need for such council expenditure to gain so little for so few ratepayers though I do understand some improvements were necessary. The rate pool cannot continue to be wasted in this manner continuously. Thank you for the opportunity to have an opinion.

Hutt Road Cycle path – Submission

980

NAME: Christine McCarthy, Architectural Centre	SUBURB:	ON BEHALF OF: Architecture Centre	ORAL PRESENTATION:
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DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

DO YOU HAVE ANY GENERAL COMMENTS?



the architectural centre inc.
PO Box 24178 Wellington

13 April 2016

Hutt Road Cycle Path Consultation (KCIF02)
Freepost
Wellington City Council
P.O. Box 2199
Wellington 6140
huttroad.submission@wcc.govt.nz

Re: WCC Hutt Road Cycle path

This submission is from the Architectural Centre, an incorporated society dating from 1946, which represents both professionals and non-professionals interested in the promotion of good design.

The Architectural Centre supports the WCC's proposal for the Hutt Rd cycle path. We consider this route as having unfilled potential as a key cycling commuter route, as well as supporting the Te Aranui o Pōneke/Great Harbour Way route, and reducing cycling accidents which currently occur on this road.

We have the following comments to make:

Hutt Road cycleway

1. While we support the introduction of T2 transit lanes for peak travelling times, we consider that it would be better to formalise **a peak bus lane**, and encourage the council to prioritise public transport over cars.
2. We encourage the WCC to **remove all car parking from arterial roads**.
3. We support having a sufficiently (and consistently) wide **cycling and walking path**. The Island Bay cycleway has inconsistent widths for both pedestrians and cyclists, and cyclists are constantly diverted from a direct path (around bus shelters, car parks, pedestrian crossings etc.). Commuter cyclists prefer a direct path, rather than having to be directed around other transport modes. We note that the proposal here is an improvement on the Island Bay design. We also encourage different surface treatment to distinguish pedestrian and cyclist paths tactilely. A smooth surface will be appreciated by cyclists.
4. Regarding the proposal for the T2 transit lane, this is a smart way to rethink issues of transport capacity relative to time, in the way that a two-way cycleway will likely achieve in practice. The Architectural Centre considers that **smarter thinking about space and time** has the potential to radically increase the potential use of transport resources. We wonder whether the current 4-lanes are under-utilised and request that the council do design work for a system that would enable 3-lanes in the peak direction (i.e. bus lane + T2 transit lane + others). Smart thinking regarding road markings could deliver better transport outcomes.

5. The proposal refers to a **new pedestrian and cycle crossing facilities** and a reconfigured bus stop at the Ngauranga Gorge intersection. More detail is needed regarding this. The design, and any signal timing, needs to be intelligent. There are many instances around town where the cycling crossing signal, for example, does not appear to provide any mode specific benefit (e.g. to reflect greater travel speed of bikes) and if not well thought through there may be a significant proportion of cyclists and pedestrians who will cross regardless of signalling.

6. Speed humps at business entrances may be a good idea, but the detail of speed humps at business entrances is needed in order to properly assess this. The location and design of speed humps can sometimes introduce impediments or inconvenience to cycling, without increasing the necessary increased visibility due to slower speed.

7. Use of strategically placed dropped kerbs can increase flexibility for cyclists and we encourage consideration of these in the development of the design.

8. We note that bikes on the Petone to Ngauranga cycleway are especially prone to punctures due to the cyclepath surface and tendency for “tyre-unfriendly” objects to lie here. This may be an issue for this area too, any designwork to prevent the punctures due to glass, small metal objects etc. would be beneficial.

Post Island Bay

As the first public consultation regarding cycling since the Island Bay cycleway construction, we consider that this is an important opportunity to provide some feedback to the council.

9. It is good to see that the WCC has largely avoided many of the errors of the Island Bay cycleway in the Hutt Rd proposal. These errors are numerous and include:

- (a) investing in low priority areas (i.e. regarding opportunity for improving cycling safety and cycling uptake)
- (b) implementing hard infrastructure in places where this is not the most appropriate mechanism for increasing cycling
- (c) implementing a design meant for urban and peri-urban contexts (i.e. with few or no driveways) into a suburban context
- (d) failing to ensure visibility between cyclists (including children) and cars is maintained and not blocked (e.g. by parked cars)
- (e) causing cars to block the cycleway in order to see road traffic before entering the car carriageway
- (f) providing insufficient infrastructure (e.g. kerbs) to assist drivers to park cars in allocated places (i.e. to prevent cars parking partly on cycleways)
- (g) inconsistent and narrow cycleway widths
- (h) insufficient room for cyclists to overtake other cyclists (i.e. lack of consideration of the different speeds different cyclists travel, including e-cyclists)
- (i) removing median strips which provide safety for cyclists and pedestrians crossing the road
- (j) removing flexibility for right-turning cyclists
- (k) requiring cyclists to be diverted around the paths of all other transport users (i.e. cars, buses and pedestrians) visibly identifying cyclists at the bottom of the transport hierarchy.
- (l) placing the cycleway where broken glass and service grates are located
- (m) reducing footpath widths in some places

10. Experience from Island Bay demonstrates that generally NZ drivers do not excel in parking, and need guidance. Traditionally the kerb has been the mechanism to prevent cars from driving onto the footpath. The Island Bay cycleway has

demonstrated that lack of a physical barrier between the designated area for car parking and the car door allowance (CDA) zone has rendered the CDA zone largely useless, because many cars are not confined to the parking space. This suggests that another mechanism is needed, such as the CDA being provided at the shared footpath/cycleway level.

11. The Island Bay experience has also shown the importance of the passenger door side of the car footpath as a key social space for farewelling family and friends using cars in a neighbourhood context. This has meant that intuitively some residents find themselves unconsciously occupying the cyclepath as they farewell people. This may not be such an issue in urban and peri-urban (e.g. industrial) areas of the city, and so perhaps less important along the Hutt Road, but is an issue that is important in existing suburban and residential neighbourhood contexts.

Finally, while we support the Hutt Road cycle path initiative, we do urge the WCC to address cycling needs in and across the CBD, which are a major impediment to greater commuter cycling. Cycling through the CBD is inconvenient, and at times dangerous, and appears to have been sidelined, as if Karo Drive and the waterfront provide sufficient cycling infrastructure, which is not the case.

Thank you for this opportunity to comment on the WCC Hutt Road cycle path consultation. If you have any questions please do not hesitate to contact me.

Yours faithfully



Christine McCarthy
President, Architectural Centre
arch@architecture.org.nz

Hutt Road Cycle path – Submission

981

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
J McKenzie & P Gush, Regional Public Health		Regional Public Health	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

DO YOU HAVE ANY GENERAL COMMENTS?



13 April 2016

Wellington City Council
PO Box 2199
WELLINGTON 6140
Attention: Hutt Road Cycle Path

Re: Hutt Road Cycle Path submission

Tena koe

Thank you for the opportunity to make a submission on the Hutt Road Cycle Path.

Regional Public Health (RPH) delivers population and personal health services in the greater Wellington region. Our geographical area of service delivery spans Hutt Valley, Capital & Coast and Wairarapa DHBs. We deliver a range of population and personal health services, aiming to improve the health of communities throughout the greater Wellington region.

We fully support all the proposals for improvements on Hutt Road and the Ngaio Gorge to Aotea Quay over bridge area.

We would like to commend the proposed changes that have been developed from the Hutt Road Sustainable Transport Report and the Traffic Resolution Proposals for the Hutt Road cycle path. An integrated approach that improves travel time for private and public transport is to be commended. Furthermore, the improvements to the cycle path and intersections will improve cyclist and pedestrian safety and mitigate avoidable road traffic injuries.

We note the challenges associated with planning for sustainable transport options and incorporating at times conflicting needs of different parts of the community and the need to balance these needs. However, urban design that reduces kilometres travelled by private vehicles and encourages more active forms of transport (including public transport) is critical for urban areas that support healthy communities and environmental sustainability.¹ Trade offs will be required and it is important that final design decisions are based on wide consultation. This should include consultation with those living with disability, who may require additional design considerations to ensure equal access to transport options.

RPH also would like to acknowledge how Wellington City Council communicated the proposed changes through the use of enhanced video presentation. Such a medium allows for a clear visualisation of what will change and how. We would suggest that such an approach be used for other public infrastructure projects focused on improving public and active transport access and travel times.

We look forward to continuing our support and engagement on Wellington City Council infrastructure projects that make it easier for people and communities to live active and healthy lives.

¹ NSW Department of Health 2009. Healthy Urban Development Checklist. www.health.nsw.gov.au

The contact point for this submission is:

Siddhartha Mehta
Public Health Advisor
Email: siddhartha.mehta@huttvalleydhb.org.nz
Phone: 04 570 9130

Kind regards

A handwritten signature in blue ink, appearing to be 'Jill'.

Dr Jill McKenzie
Medical Officer of Health

A handwritten signature in blue ink, appearing to be 'Peter'.

Peter Gush
Service Manager

Hutt Road Cycle path – Submission

982

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Neil Livingston		NZBus	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

DO YOU HAVE ANY GENERAL COMMENTS?

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NZ Bus Submission to the Hutt Road Sustainability

7th March 2016

Attention Mr Brett McPhedran

Dear Brett;

Firstly, many thanks for briefing both Tonia & myself on the project & its options

To assist the consultation process, the following are the submissions of NZ Bus located at **110 HUTT ROAD:**

CARPARKING:

The impact is that in both A&B options the carparks outside NZ Bus [110 Hutt Road] disappear, currently 5. The upper floor of 110 Hutt Road, currently is vacant. With occupancy of that floor the surrounding area for external public parking availability will come under substantial additional pressures where occupancy of the current vacant floor space is likely to see requirements for up to an additional 30 carparks.

In examining the effect on car parking from the Aotea off ramp through to the “Placemaker” site, this submission questions the validity of the data and the nett number of lost parks.

The submission also wishes to raise whether pedestrian access from the Kaiwharawhara railway station should be re-visited with Kiwirail.

THE CONSOLIDATED BUS STOP

The consolidated bus stops for the inbound 43, 44, 45 & 46 is viewed as a positive and welcomed.

TRAFFIC MANAGEMENT:

1. Increased pedestrian & cycle use would suggest that NZ Bus should consider lifting the warning to the pedestrian & cycleway of exiting buses – lights alarm etc
2. The widths of the cycle lanes indicated appear to be wider than most large European cities where 1200mm appears the norm for substantially larger cycle numbers.
3. We would submit that an alteration to light phasing is necessary. Particularly in times when a T2 lane may operate. Additional queuing will increase safety issues for buses departing & returning, particularly during the PM peak period.
4. The depot also experiences significant number 3rd party vehicles -fuel tankers, Tyre companies, council vehicles etc executing right hand turns from the site. This together references tourist vehicles [campervans, rental cars etc] , executing U turns at 110 Hutt Road or alternatively entering & turning inside the NZ Bus depot to access Aotea Quay and the ferry terminal from the Hutt road.

5. Both options maintain the turning islands in the centre of the road which for NZ Bus is an absolute necessity.
6. T2 implications:
 - AM peak – no change over current situation for NZ Bus at 110 Hutt Rd.
 - During the PM peak there are a number of factors that carry implications.
 - Southbound of the Johnsonville Rail Bridge operates as a clearway from 07:00 – 09:00 with parking available for the next 22 hours. Pay & Display is utilised during the day.



- North of the Aotea Quay off ramp at the commencement of the PM peak [16:00 – 18:15] southbound traffic currently utilises both lanes, but not maximising the capacity.
- Option B [the preferred option of the study] introduces T2 parking [09:00 till 07:00 next day] south of 110 Hutt Road and slightly back from the south bound Aotea Quay off ramp
- The effect of introducing option B will be to slow & merge the current 2 lanes into 1 during the PM peak.
- We were unsuccessful in identifying traffic counts at the Aotea Quay off ramp so as to gauge the split between Aotea Quay & the Hutt Road south of the Johnsonville rail overbridge.
- It is the submission of NZ Bus that the T2 south bound pressure, north of Aotea Quay off ramp, will be significantly more, than the portion south of the Johnsonville rail overbridge, resulting in traffic build & queuing from the outset.

Trusting this submission is of assistance.

On behalf of NZ Bus – 110 Hutt Road

Neil Livingston.

Hutt Road Cycle path – Submission

983

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Christine McKenna	Khandallah	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

SUBMISSION - PROPOSED HUTT ROAD CYCLE PATH AND OTHER “TRANSPORT IMPROVEMENTS”

From: Christine McKenna
Contact details: Christine McKenna
4 Nicholson Road
Khandallah
Tel 021 107 1675 / 479 7079
E cb.mckenna@xtra.co.nz

I am making this submission as an individual.

Background

As a resident of Khandallah I am a very regular user of the Hutt Road, primarily by car or bus, but also as an enthusiastic walker, to get to the CBD and to points across the city and in the southern and eastern suburbs, as well as to access various businesses along the Hutt Road. Like many, I try to use public transport when this is a viable option, but it simply doesn't work when I have multiple errands or will have large items – private cars with a single occupant are a reality!

I am not, nor am I likely to become a cyclist. However, I strongly support the development of safe cycleways, both for the public good, and at a personal level as the mother and grandmother of keen cyclists. My 14 year-old grandson is a competent cyclist who cycles daily to Onslow College. However, I do not see that the proposed changes will increase the level of safety sufficiently for him to cycle along the Hutt Road cycleway for some years.

Summary

- 1. I strongly support safer paths for cyclists and pedestrians.** However, I do not believe that this proposal would achieve a significant improvement in safety because of the many businesses that have entrances/exits along the Hutt Road. **Therefore I do not support this proposal as it stands.**
2. I would support a cycleway in a safer location, away from the many business entrances and egresses that exist along the Hutt Road, and that actually goes somewhere, i.e., a cycleway that is joined up with cycleways all the way to the CBD and around the harbour. Until such a master plan is developed, reviewed, and properly consulted on, this proposal should be halted.
3. Unless the issue of a cycle path that fits into a more integrated network beyond the Aotea overbridge is addressed it is unlikely that the desired increase in cycling would occur. Such a network needs to acknowledge human behaviour. Commuters cycling to the Parliament/Thorndon end of the CBD are likely to continue to use Thorndon Quay rather than a harbourside route. This needs to be catered for in a master plan.

4. Additional cycleways should not be approved until Council has had the opportunity to learn from an independent safety audit of the Island Bay cycleway.
 5. **I do not support the proposal for T2 Lanes or to allow parking along the east side of the Hutt Road after 9am.** These measures are not appropriate for a relatively short distance on a road that has numerous entrances and exits. They would introduce unacceptable risk and cause significant traffic delays, which would adversely affect cars and buses entering the Hutt Road from Onslow Road, for no real gain.
 6. The consultation process has been inadequate and the publicity has not been properly targeted to all of those affected, such as residents of Khandallah and Ngaio. Further publicity and an extension of the submission period are required.
 7. Council needs to facilitate car-pooling for this to have any impact on reducing the number of cars on the road.
 8. The exit from Spotlight and the electrical supply store needs to be integrated into the lights which control the Hutt-Kaiwharawhara Road intersection.
 9. Council has had a great deal of negative publicity in response to the Island Bay cycleway. If the unsafe Hutt Road cycle path and the dangerous “transport improvements” were introduced the negative publicity would be even greater.
-

Consultation Process

The “consultation” period of only a month has been too short. The fact that it was promoted as a consultation about the Hutt Road Cycle Path gave no clue of the other changes proposed which will significantly affect Khandallah residents. Indeed, the fact that other so-called “improvements” are included virtually unannounced could be viewed as misrepresentation. Because of this, I and many other residents have only very recently become aware of the impact that the proposed changes will have.

The signs about these proposed changes and the open days were only placed along the Hutt Road. No publicity was placed along the routes to Khandallah and Ngaio, or in either Village shopping area. There appears to be a lack of acknowledgement that the proposed traffic changes and cycleway would significantly affect residents of Khandallah and Ngaio.

Further, if cycling numbers from these suburbs are to increase, publicity along the Hutt Road only may not reach people who do not use the current cycleways, but may consider doing so if the safety was improved. Council needs to actively seek out such people to find out what would make them feel safer.

It is very concerning that this consultation process and the submission form appear set up to achieve a desired outcome rather than to genuinely seek feedback and suggestions from all affected community members.

The period for submissions should be extended and publicity be placed in both Ngaio and Khandallah to enable residents to have input.

Cycle Path

I strongly support the aim of improving the safety of cyclists and pedestrians, but as stated above, I consider that this proposal should not go ahead at present. However, because it may be some time before a safer and more extensive solution can be developed and implemented, the following improvements should be made as an interim measure:

1. Improve the surface of the shared cycle and pedestrian paths to increase the likelihood of cyclists using it; many cyclists prefer to use the road because of the condition of the surface, particularly in the case of the Aotea ramp underpass. I note that the surface of the underpass has obviously been swept recently. It is vital that it be maintained like this, and not be allowed to revert to being strewn with litter, glass, stones, etc., for the safety of both cyclists and pedestrians.
2. Cycle and pedestrian lanes should be clearly differentiated. A line would be barely adequate for this purpose. Unless the cost of surfacing with different colours would be prohibitive for an interim solution this should be considered. This would also assist in alerting vehicles crossing the path to look out for cyclists.
3. When re-surfacing thought should be given to ensuring that all utility covers sit flush with the path's surface and that any grates are aligned so that they will not "trap" cycle wheels.
4. The plan to remove poles on the east side of the road in order to remove impediments appears a realistic way to improve the safety of both cyclists and pedestrians.
5. In order for greater numbers of cyclists, pedestrians and runners to travel from Khandallah to safely reach the cycle path on the Hutt Road, the way of getting there needs to be improved. The Bridle Track from the bottom of Nicholson Road to Sargeson Way in Kaiwharawhara is already reasonably well used by people cycling, walking and running to work or for recreation (including me, two-three times a week). However, some of the lower parts of the Track are narrow, and do not allow for safe mixed use. These should be widened without damaging the bushy character of the parts nearer to Nicholson Road. This would enable Council to publicise the Track as a key feeder cycle/walking path, and to encourage its use as a safer alternative to the narrow and winding Onslow Road.
6. The safety of access for cycles from Onslow Road to the cycleway needs to be improved. While the lights control north-bound traffic they do not control south-bound traffic along the Hutt Road, so that cyclists are required to cross two lanes of traffic.

"Transport Improvements"

The Hutt Road, as well as being the access route for Khandallah and Ngaio residents to the CBD and points south and to SH2, is the primary access to the Inter Islander ferry terminal, and critically, it provides an alternative to the motorway when there are congestion issues, accidents, etc. In other words, the Hutt Road has local, regional and some national significance, and may be particularly important at a time of civil defence emergency.

Two major suburban roads (Onslow Road and Kaiwharawhara Road) plus Rangiora Ave and Westminster Road feed onto it and there are numerous businesses people may need to access during the morning peak (e.g., tradesmen getting their supplies from Placemakers or Carters).

It carries local commuter traffic, a significant number of large trucks, buses to and from local suburbs, suburbs to the north via SH1 and the Hutt Valley, and tourists who may be unsure of how to get to the ferry terminal. It is critical that it not be blocked by parking, and that it not have confusing T2 lanes which may require late lane changes that would otherwise be unnecessary.

T2 Lanes

1. T2 lanes can be effective in providing a “message” about car-pooling and public transport use where there are multiple lanes with few accesses/egresses on the road. We note that the T2 lanes in Paremata were a failed experiment which were expensive to enforce, and were removed in 2011 following a two-year battle that was resolved by the Environment Court.
2. At present there are many vehicles with only the driver; a scan of morning peak hour traffic suggests that they are the majority. While I understand the desire to change this, it cannot justify the introduction of a dangerous strategy – how many accidents related to late lane changes would it take for the T2 lanes to be reviewed?
3. The introduction of T2 lanes would inevitably result in a greater number of lane changes, and late lane changes (the 50m requirement allows only a very few seconds for lane changing). Such manoeuvres carry inherent risk; the safe approach is to move into the lane in which you need to be as soon as it is safe to do so, avoiding last minute lane changes.
4. Of greatest concern is the impact on morning traffic exiting Onslow Road to head south. A T2 lane would be likely to result in greater numbers of vehicles in the right lane, making it possible for only a small number of vehicles from Onslow Road to merge into it (including buses and people car-pooling). This would see long queues up Onslow Road, and a trend for greater numbers of people to choose to travel down Ngaio Gorge instead. Morning traffic for Ngaio Gorge already crawls from Tarikaka Street, and sometimes from Ngatoto Street.
5. The introduction of a T2 lane north-bound less than 50m before the intersection with Kaiwharawhara Road, would allow motorists going up Ngaio Gorge to remain in the left lane, thereby avoiding two lane changes. This would be likely to result in a significant increase in traffic going up Ngaio Gorge rather than Onslow Road.
6. The introduction of a T2 lane north-bound would significantly affect driver-only vehicles needing to go up Onslow Road during the afternoon peak, who would need to make a risky late lane change.
7. Car-pooling: If this is to increase it needs to be actively encouraged and facilitated. T2 lanes will do little to achieve this. The majority of people will not know people who need to travel to and from essentially the same place at the same time as they do. Council needs to develop a way of facilitating this.

Off-peak Parking East Hutt Road

1. I accept the need to replace the car parking lost in upgrading the cycleway along the Hutt Road. However, my suggestion that the cycleway along the Hutt Road be only an interim solution until a safer and better-connected cycleway can be planned and implemented would mean that only an interim parking solution would be required.
2. Off-peak parking would not meet the needs of park-and-ride commuters or people who work in local businesses because they would need to arrive before 9am. Council needs to

identify a specific area which could become an all-day parking area – perhaps with fees being applied.

3. Because of the local, regional and national significance of the road it is not appropriate for on-street parking to effectively make the Hutt Road a single lane road south-bound from 9am, which would be the nett effect of allowing parking on the road. It would be almost inevitable that vehicles parked in such car parks would be hit on a fairly regular basis. As well as the damage to vehicles/people, this would be likely to result in some damaged vehicles remaining in place, perhaps until the next morning's peak hour, thus disrupting traffic flow in the T2 lane.

Hutt Road – Kaiwharawhara Road Intersection

There is no safe way to exit from Spotlight and the electrical supplies store to head up Ngaio Gorge or north along the Hutt Road. There is a small sign that indicates that U-turns are not permitted which is barely visible. Because no safe practical solution is offered what generally happens is that:

- Couriers and tradesmen's vans simply do a U-turn
- Other vehicles turn into School Road to turn around

Both of these manoeuvres are dangerous. Lights to control the egress of vehicles, similar to the lights at the entrance/exit at Countdown in Johnsonville are required. These would also need to control cyclists and pedestrians for their safety.

Hutt Road Cycle path – Submission

984

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Marni Gaskell	Khandallah	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

As a resident of Khandallah I regularly use the Hutt Road, primarily by car driving my daughters to school and myself to work in the morning (all in the City), but also for access to various businesses along the Hutt Road. If there is a T2 lane we would likely be able to use it with 2-3 of us in the car each morning. I am not, nor am I likely to become a cyclist, especially given my sister's experience being knocked off her bike by car and suffering very serious injuries while riding her bike in a cycle lane. However, I strongly support the development of safe cycleways for the public good. That said, I do not see that the proposed changes will increase the level of safety for cyclists along the Hutt Road. At the moment I notice a number of cyclists using both the current shared pedestrian/ cycleway and the road. The biggest risk to them seems to be cars turning into driveways /carparks on the cycleway /footpath the the cyclists not slowing down

From: marni gaskell [<mailto:marnibrendan@xtra.co.nz>]
Sent: Tuesday, 12 April 2016 9:31 p.m.
To: Darren Reddiex
Subject: SUBMISSION - PROPOSED HUTT ROAD CYCLE PATH AND OTHER "TRANSPORT IMPROVEMENTS

From: Marni Gaskell

Contact details 33 Simla Crescent
Khandallah
Tel 027 4521819 / 479 0910
E marnibrendan@xtra.co.nz

I am making this submission as an individual.

Background

As a resident of Khandallah I regularly use the Hutt Road, primarily by car driving my daughters to school and myself to work in the morning (all in the City), but also for access to various businesses along the Hutt Road. If there is a T2 lane we would likely be able to use it with 2-3 of us in the car each morning.

I am not, nor am I likely to become a cyclist, especially given my sister's experience being knocked off her bike by car and suffering very serious injuries while riding her bike in a cycle lane. However, I strongly support the development of safe cycleways for the public good. That said, I do not see that the proposed changes will increase the level of safety for cyclists along the Hutt Road. At the moment I notice a number of cyclists using both the current shared pedestrian/ cycleway and the road. The biggest risk to them seems to be cars turning into driveways /carparks on the cycleway /footpath the the cyclists not slowing down even where cars have stopped to let the turning car in.

Summary

1. I support safer paths for cyclists and pedestrians. However, I do not believe that this proposal would achieve a significant improvement in safety because of the many businesses that have entrances/exits along the Hutt Road. **Therefore I do not support this proposal as it stands.**
2. I would support a cycleway in a safer location, away from the many business entrances and egresses that exist along the Hutt Road, and that actually goes somewhere, i.e., a cycleway that is joined up with cycleways all the way to the CBD and around the harbour. Until such a master plan is developed, reviewed, and properly consulted on, this proposal should be halted.
3. Unless the issue of a cycle path that fits into a more integrated network beyond the Aotea overbridge is addressed it is unlikely that the desired increase in cycling would occur. Such a network needs to acknowledge human behaviour. Commuters cycling to the Parliament/Thorndon end of the CBD are likely to continue to use Thorndon Quay rather than a harbourside route. This needs to be catered for in a master plan.

4. Additional cycleways should not be approved until Council has had the opportunity to learn from an independent safety audit of the Island Bay cycleway.
5. **I do not support the proposal for T2 Lanes or to allow parking along the east side of the Hutt Road after 9am.** These measures are not appropriate for a relatively short distance on a road that has numerous entrances and exits. They would introduce unacceptable risk and cause significant traffic delays, which would adversely affect cars and buses entering the Hutt Road from Onslow Road, for no real gain.
6. The consultation process has been inadequate and the publicity has not been properly targeted to all of those affected, such as residents of Khandallah and Ngaio. Further publicity and an extension of the submission period are required.
7. Council needs to facilitate car-pooling for this to have any impact on reducing the number of cars on the road.
8. The exit from Spotlight and the electrical supply store needs to be integrated into the lights which control the Hutt-Kaiwharawhara Road intersection.
9. Council has had a great deal of negative publicity in response to the Island Bay cycleway. If the unsafe Hutt Road cycle path and the dangerous “transport improvements” were introduced the negative publicity would be even greater.

Consultation Process

The “consultation” period of only a month has been far too short. The fact that it was promoted as a consultation about the Hutt Road Cycle Path gave no clue of the other changes proposed which will significantly affect Khandallah and Ngaio residents. Indeed, the fact that other so-called “improvements” are included virtually unannounced could be seen as misrepresentation. Because of this, I only became aware of the proposed changes today - less than 24 hours before the consultation period is due to end. I understand many other residents are in the same position and have only very recently become aware of the impact that the proposed changes will have.

The signs about these proposed changes and the open days were only placed along the Hutt Road. No publicity was placed along the routes to Khandallah and Ngaio, or in either Village shopping area. There appears to be a lack of acknowledgement that the proposed traffic changes and cycleway would significantly affect residents of Khandallah and Ngaio as one of the main thoroughfares into the city.

Further, if cycling numbers from these suburbs are to increase, publicity along the Hutt Road only may not reach people who do not use the current cycleways, but may consider doing so if the safety was improved. These people need the opportunity to let Council know what would make them feel safer. Consideration should also be given to how the cycleway joins up with other cycle passages to Khandallah and Ngaio.

It is very concerning that this consultation process and the submission form appear set up to achieve a desired outcome rather than to genuinely seek feedback and suggestions from all affected community members.

The period for submissions should be extended and publicity be placed in both Ngaio and Khandallah to enable affected residents to have input.

Cycle Path

I support the aim of improving the safety of cyclists and pedestrians, but as stated above, I consider that this proposal should not go ahead at present. However, because it may be some time before a safer and more extensive solution can be developed and implemented, the following improvements should be made as an interim measure:

1. Improve the surface of the shared cycle and pedestrian paths to increase the likelihood of cyclists using it; many cyclists prefer to use the road because of the condition of the surface, particularly in the case of the Aotea ramp underpass. I note that the surface of the underpass has obviously been swept recently. It is vital that it be maintained like this, and not be allowed to revert to being strewn with litter, glass, stones, etc., for the safety of both cyclists and pedestrians.
2. The cycle lane should be at the road side of the path, and the pedestrian lane away from the road, nearer to the exits from businesses. This would give vehicles exiting from businesses better visibility of fast-moving cycles.
3. Cycle and pedestrian lanes should be clearly differentiated. A line would be barely adequate for this purpose. Unless the cost of surfacing with different colours would be prohibitive for an interim solution this should be considered. This would also assist in alerting vehicles crossing the path to look out for cyclists.
4. When re-surfacing thought should be given to ensuring that all utility covers sit flush with the path's surface and that any grates are aligned so that they will not "trap" cycle wheels.
5. The plan to remove poles on the east side of the road in order to remove impediments sound like a realistic way to improve the safety of both cyclists and pedestrians.
6. In order for greater numbers of cyclists, pedestrians and runners to travel from Khandallah to safely reach the cycle path on the Hutt Road, the way of getting there needs to be improved. The Bridle Track from the bottom of Nicholson Road to Sargeson Way in Kaiwharawhara is already reasonably well used by people cycling, walking and running to work or for recreation. However, some of the lower parts of the Track are narrow, and do not allow for safe mixed use. These should be widened without damaging the bushy character of the parts nearer to Nicholson Road. This would enable Council to publicise the Track as a key feeder cycle/walking path, and to encourage its use as a safer alternative to the narrow and winding Onslow Road.
7. The safety of access for cycles from Onslow Road to the cycleway needs to be improved. While the lights control north-bound traffic they do not control south-bound traffic along the Hutt Road, so that cyclists are required to cross two lanes of traffic. Thought should also be given to pedestrians using Onslow Rd to get to Hutt Road. There seems to be an increase of pedestrians walking at the lower part of Onslow Rd where there is no footpath for them.

"Transport Improvements"

The Hutt Road, as well as being the access route for Khandallah and Ngaio residents to the CBD and points south and to SH2, is the primary access to the Inter Islander ferry terminal, and critically, it provides an alternative to the motorway when there are congestion issues, accidents, etc. In other words, the Hutt Road has local, regional and some national significance, and may be particularly important at a time of civil defence emergency.

Two major suburban roads (Onslow Road and Kaiwharawhara Road) plus Rangiora Ave and Westminster Road feed onto it and there are numerous businesses people may need to access

during the morning peak (e.g., parents dropping off children at the child care centre, and tradesmen getting their supplies from Placemakers or Carters).

It carries local commuter traffic, a significant number of large trucks, buses to and from local suburbs, suburbs to the north via SH1 and the Hutt Valley, and tourists who may be unsure of how to get to the ferry terminal. It is critical that it not be blocked by parking, and that it not have confusing T2 lanes which may require late lane changes that would otherwise be unnecessary. Such lane changes would also be frequent and in quick succession in the North bound lanes given the major traffic congestion in the evening with cars needing to effectively 'swap' lanes coming from Thorndon Quay and over the road overpass.

T2 Lanes

1. T2 lanes can be effective in providing a “message” about car-pooling and public transport use where there are multiple lanes with few accesses/egresses on the road. We note that the T2 lanes in Paremata were a failed experiment which were expensive to enforce, and were removed in 2011 following a two-year battle that was resolved by the Environment Court.
2. At present there are many vehicles with only the driver; a scan of morning peak hour traffic suggests that they are the majority. While I understand the desire to change this, it cannot justify the introduction of a dangerous strategy – how many accidents related to late lane changes would it take for the T2 lanes to be reviewed?
3. The introduction of T2 lanes would inevitably result in a greater number of lane changes, and late lane changes (the 50m requirement allows only a very few seconds for lane changing). Such manoeuvres carry inherent risk; the safe approach is to move into the lane in which you need to be as soon as it is safe to do so, avoiding last minute lane changes.
4. Of greatest concern is the impact on morning traffic exiting Onslow Road to head south. A T2 lane would be likely to result in greater numbers of vehicles in the right lane, making it possible for only a small number of vehicles from Onslow Road to merge into it (including buses and people car-pooling). This would see long queues up Onslow Road, and a trend for greater numbers of people to choose to travel down Ngaio Gorge instead. Morning traffic for Ngaio Gorge already crawls from Tarikaka Street, and sometimes from Ngatoto Street.
5. The introduction of a T2 lane north-bound less than 50m before the intersection with Kaiwharawhara Road, would allow motorists going up Ngaio Gorge to remain in the left lane, thereby avoiding two lane changes. This would be likely to result in a significant increase in traffic going up Ngaio Gorge rather than Onslow Road.
6. The introduction of a T2 lane north-bound would significantly affect driver-only vehicles needing to go up Onslow Road during the afternoon peak, who would need to make a risky late lane change.
7. Car-pooling: If this is to increase it needs to be actively encouraged and facilitated. T2 lanes will do little to achieve this. The majority of people will not know people who need to travel to and from essentially the same place at the same time as they do. Council needs to develop a way of facilitating this.

Off-peak Parking East Hutt Road

1. I accept the need to replace the car parking lost in upgrading the cycleway along the Hutt Road. However, my suggestion that the cycleway along the Hutt Road be only an interim solution until a safer and better-connected cycleway can be planned and implemented would mean that only an interim parking solution would be required.

2. Off-peak parking would not meet the needs of park-and-ride commuters or people who work in local businesses because they would need to arrive before 9am. Council needs to identify a specific area which could become an all-day parking area – perhaps with fees being applied.
3. Because of the local, regional and national significance of the road it is not appropriate for on-street parking to effectively make the Hutt Road a single lane road south-bound from 9am, which would be the nett effect of allowing parking on the road. It would be almost inevitable that vehicles parked in such car parks would be hit on a fairly regular basis. As well as the damage to vehicles/people, this would be likely to result in some damaged vehicles remaining in place, perhaps until the next morning's peak hour, thus disrupting traffic flow in the T2 lane.

Hutt Road – Kaiwharawhara Road Intersection

There is no safe way to exit from Spotlight and the electrical supplies store to head up Ngaio Gorge or north along the Hutt Road. There is a small sign that indicates that U-turns are not permitted which is barely visible. Because no safe practical solution is offered what generally happens is that:

- Couriers and tradesmen's vans simply do a U-turn
- Other vehicles turn into School Road to turn around

Both of these manoeuvres are dangerous. Lights to control the egress of vehicles, similar to the lights at the entrance/exit at Countdown in Johnsonville are required. These would also need to control cyclists and pedestrians for their safety.

even where cars have stopped to let the turning car in.

Hutt Road Cycle path – Submission

985

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dirk van den Eykel		Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

DO YOU HAVE ANY GENERAL COMMENTS?

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From: Dirk van den Eijkel [<mailto:dirkeykel@me.com>]

Sent: Sunday, 17 April 2016 10:05 p.m.

To: Councillor Jo Coughlan; BUS: Transport

Cc: JenE

Subject: Hutt Road Cycleway Proposal

Dear Jo

I am writing on behalf of my family and myself who use the Hutt Road on a daily basis, as vehicle drivers, bus passengers and pedestrians. I have several issues with the proposal that I would like to have addressed.

The first is the leading nature of the survey which does not allow for a No answer and the ability to elaborate. This seems to undervalue the usefulness of the survey as a tool for informing design.

Additionally, the proposal is based upon cycling as the main method of transport. Please clarify how this is inclusive to the ageing population, people who do not have the fitness level to cycle long distances, people with young families etc.

The different perspectives noted in the study are bus and cycle reports however not any particular vehicle studies. What were the outcomes of these studies, and please clarify how/if they have informed the design of the Hutt Road cycleway?

Visibility

"Visibility to cyclists in both directions on the shared path from vehicles leaving properties and turning left or right onto Hutt Road is currently the most significant issue, as this is the cause of 67% of cyclist crashes on the shared path."

With regards to the 67% of cyclists crashes on the shared path please clarify who was at fault. Currently there are no cars alongside the road making it very easy to see if a car is turning, if you follow the basic road safety rules of stopping and looking while crossing a driveway. What were the number of pedestrian and vehicle collisions along the Hutt Road?

Perhaps better education of cyclists should be looked at?

Buses

In the paragraph where you discussed the one minute delay of the southbound buses and the northbound buses, you conclude stating that dedicated cycling facilities are proposed. How will widening the cycle path help the buses? Reducing the bus stops is not going to improve their one minute delay. Especially, as the buses will be required to merge back into traffic regardless of the bus stop location.

T2 Lane

How will this T2 lane be enforced? How much will the running costs to enforce this policy be?

Please clarify why the pavement is being widened to create a two way cycle lane and then allowing cyclists on the T2 lane.

Have you factored in the fact that cars, buses and taxis will have to either slow down behind them in a 60km/h zone or have to move into the next lane partially to dangerously pass them? It seems illogical to pay for this dedicated cycleway and then not promote it's usage. Are you aware that cyclists cross the lane in front of the Aotea Quay ramp, and this T2 lane will only encourage this behaviour, which agains slows down traffic and creates a dangerous situation?

Please clarify how the 31% percentage of possibly affected traffic that will be able to use this lane has been calculated? Have you factored in that there could be an increase in traffic of 2+ people in vehicles making this route ineffective?

Additionally, the location of where this route ends appears that it will create issues of people needing to change lanes with a small amount of time. A car or taxi travelling in the T2 lane will have to either merge into the lane earlier, slowing them down or merge when the T2 road ends if they wish to turn up Tinakori Road, a popular traffic route. If there are cars in the other lane, they will have to wait until the T2 lane ends before they can merge if they wish to go along Aotea Quay. Rather than merging when it is appropriate and safe. Please clarify how has this been considered and how will it be mitigated?

Parking

Please clarify why it is a good idea to have parallel parking, which will hold up traffic on a 60km/h road? This would surely require people to stop, or quickly change lanes if they come upon this. Please clarify how this has been factored into the move of the parking from the pavement?

"We acknowledge that current commuter parking demand will not be met for this area. Some of the current commuters however are not local workers but others who drive and park here to walk, cycle or bus into the CBD. For some local businesses there are some opportunities to arrange with adjacent landowners to provide for parking until at least 9am to help mitigate some effects. Either way removal of commuter parking without replacement is consistent with the adopted cycling framework, and given the corridor transport hierarchy ranking of an arterial movement of people needs to be a priority."

Here you have created an issue and clearly express no desire to deal with the consequences of this design. How have you defined that "some of the current commuters...are not local workers..."

Shouldn't Wellington City Council be encouraging less traffic in the city centre, and instead encouraging people to park further out and then taking more sustainable means of transport. Why is this being discouraged and forcing people to either travel a longer distance by either driving and parking in town, assuming they have an appropriate fitness to walk/cycle in or take a bus increasing the load on the network.

I trust that my views will be respected and valued and I hope the concerns I have raised will be addressed.

Kind regards,

Dirk van den Eykel

dirkeykel@me.com

+64 0212 420874

Hutt Road Cycle path – Submission

986

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Catherine Cooper	Khandallah	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

DO YOU HAVE ANY GENERAL COMMENTS?

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From: Catherine Cooper [mailto:andy_catherine@yahoo.com]

Sent: Wednesday, 13 April 2016 7:51 a.m.

To: Darren Reddiex

Subject: Proposed Hutt Road Cycle Way and T2 lanes

I have only recently become aware of the extent of the changes proposed alongside the Hutt Road cycleway, so would like to make some initial comments:

- In principle I support any changes to make cycling safer for cyclists, drivers and walkers and applaud Council's commitment to this.
- As a Khandallah resident I regularly drive along the Hutt Road, either turning up Ngaio George or Onslow Road. I often travel into work and home with my husband, meeting the T2 requirements. However on occasion I travel on my own and my observation would be that many cars at peak times only have one occupant. I am concerned that the introduction of T2 lanes would:
 - Create more traffic flow issues, particularly at peak times, through effectively reducing the Hutt Road to one lane each way
 - Make turning up Ngaio Gorge or Onslow Road more difficult and less safe, with the need to move into the left hand lane late because of the T2 restriction. Late lane changes seem to me to increase risk to both the cars in the T2 lane and the cars trying to get into the lane to turn left.

It does not appear that the T2 lanes are a critical part of cycle way improvements so I ask that Council re-consider the T2 changes which seem to have more disadvantages than advantages.

Catherine Cooper
17 Clark St
Khandallah
021 137 0748

Hutt Road Cycle path – Submission

987

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bronwyn Gibbs	Kaiwharawhara	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

Yes, but please consider...(add comments)

We are residents of Rangiora Ave, Kaiwharawhara. Our street is opposite the Placemakers on the Hutt Road.

While we support the proposed cycle way we do have concerns over the impact on our street, in particular, parking and safety.

Rangiora Ave is currently used by many commuters for parking - so they park their cars here, then catch a bus in to town. We have no off street parking and already find it difficult to find a park close to our house. With the reduction of the car parks on the Hutt Road, and another influx of parkers on Rangiora Ave, we think it will be almost impossible for us to park in our own street. Would it please be possible to have some residential parking reserved for those of us who live in Rangiora Ave, particularly for those of us who have no off street parking?

Our other concern is safety. There are around 16 children who live in Rangiora Ave who walk to the bus stops on the Hutt Road. There is currently no footpath and with extra traffic in the street (due to both construction, then reduced parking on the Hutt Road) this is a very dangerous situation. Cars come flying up the street and it is only a matter of time before an accident will happen. Would it be possible to either build a foot path or to add speed humps in Rangiora Avenue?

Finally, the transit lane will cause an issue with travelling north in the afternoons. Will we be able to use the transit land from Ngaio Gorge to Rangiora Ave, or will we have to try to cross in front of cars in that lane to turn into our street?

While we think the cycle way is a great addition to the area, please consider the impacts on the one residential street which will be majorly affected.

We look forward to hearing from you.

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

Yes

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

Don't know

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

Yes

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

Yes, but please consider...(add comments)

As above, the impact on Rangiora Ave.

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

Yes, but please consider...(add comments)

As above, the impact on Rangiora Ave.

DO YOU HAVE ANY GENERAL COMMENTS?



1296

Hutt Road Cycle path – Submission

988

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Brian McKenna	Khandallah	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

No

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

No

DO YOU HAVE ANY GENERAL COMMENTS?

SUBMISSION – Hutt Road cycle path and other transport “improvements”

Submitter:

Brian McKenna
4 Nicholson Road
Khandallah
Wellington 6035

Phone 04 479 7079
Mobile 021 659 772
Email brian.mckenna@xtra.co.nz

I am making this submission as an individual.

Submission:

1. I object to the proposed changes to the Hutt Road as they stand. Whilst I have some concerns about the cycleway itself I see it as positive. However the bolt-on T2 proposal is irrelevant, ineffective and down-right dangerous.
2. I am a frequent user of the affected areas of the Hutt Road, which I access regularly from both Onslow Road and Ngaio Gorge (Kaiwharawhara Road). I travel more frequently into the CBD but also quite frequently out to the Hutt valley.
3. My access is both by bus and by car, and sometimes on foot. The latter is primarily via the Bridle Track off the end of Nicholson Road. This could be easily enhanced to carry much more foot and cycle traffic from Khandallah if widened in some places.
4. I see limited improvement for access by foot from the proposed changes. Specifically, no change is proposed to provide safe pedestrian access across the Hutt Road from Onslow Rd, let alone lower Onslow Rd itself, which has many properties with no footpath at all.
5. A painted white line is just adequate to separate people on bikes from people on foot, however it would be better if, like the foot/cycle paths in Brisbane, different colours were used across the surfaces.
6. I believe the proposed changes will have limited benefit for bus passengers. The major issue for the #43 buses in the morning is not progressing along Hutt Rd but getting to Hutt Rd down Onslow Rd. This will become even more difficult with T2 lanes as the southbound right hand lane will be even more congested and these buses will be stuck behind the cars in Onslow Rd waiting to merge into the right hand lane.

Some people may well be inconvenienced by the move of the current south bound bus-stop from before Westminster St to after Kaiwharawhara Road – a distance of ~ 250 metres.

7. People on bikes are the overall beneficiaries of this proposal, however there are still major issues:
 - a. Very limited improvements for cyclists to cross from Onslow Road to the cycleway on the east side. This is a particular problem in the morning with two lanes of traffic southbound and no break due to the traffic lights only operating on the west, north-bound side. With T2 it would be even worse as one lane will be very slow and more likely to be backed up north of this intersection. By contrast a southbound T2 Lane would be comparatively fast moving.

- b. Much depends on the smoothness of the new cycleway and the level of maintenance over time. The current cycleway is often ignored by cyclists (particularly the faster ones) who will not ride their expensive road bikes on rough surfaces. This extends to the bypass under Aotea Quay. Many cyclists prefer to cross the path of south bound traffic exiting the Hutt Rd for Aotea Quay rather than go under that bypass. Their reasons for this need to be determined and resolved. Given the proposed narrowing of vehicle lanes it will be important that cyclists be discouraged from using the traffic lanes anywhere, but particularly before Aotea Quay.
8. I have no particular issue with the parking changes, but suspect this will not be the case for staff in the nearby businesses whose vehicles are, I believe, the primary users of these parks. Your "Proposed Traffic Resolution" document, page 4, "a) Officers' response" said that "Some of the current commuters are not local workers but others who drive and park [t]here to walk, cycle or bus into the CBD." I find this difficult to believe, except perhaps for walkers. I see very few bike racks on parked vehicles, and few people get on buses at either of the bus stops in the morning or alight from them in the evening.

If people are "parking and riding" from here then the council should recognise this and do something constructive about it. This is now a problem near any train station and some bus stops throughout Khandallah. How about using some of the land just north of the railway overbridge to create parking for them, and put an extra bus stop there served by the Newlands and Hutt valley buses. (A pedestrian crossing across the road for home going passengers may be a problem however.)

9. I definitely DO NOT support T2 transit lanes. Have we learnt nothing from the Paremata debacle and the recent introduction of such lanes in Auckland? T2 and T3 lanes in Australia work fine on dual carriageways where there are long distances between entry and exit points. On city roads such as the Hutt Road up to Onslow Rd they create more problems than they solve. Even between Onslow Rd and Ngauranga Gorge, traffic is best to be positioning itself in the most appropriate lane for their next exit. If going to the Hutt that means getting into the right hand lane early and staying there. If going up the Gorge, get in the left hand lane early.

For traffic between Aotea Quay and Onslow Rd this is even more true. The distances between having to vacate and re-enter the T2 lanes are comparatively short. To force additional lane changes for such short distances is creating an additional risk, for no apparent benefit.

The 50m maximum for leaving or re-entering a T2 lane is also an issue. On congested roads, or roads with fast moving traffic (even 50kph let alone 60 which is the limit here) this is both unrealistic and dangerous. On more open roads one can use indicators to warn drivers of your intention (read compulsion!) to change lanes well ahead, and (if you are lucky) they will make room for you. That is unlikely to happen in these short distances.

On the southbound side, there is a significant number of vehicles, including large trucks, that turn off into the business accesses. They will have to do this from the T2 lane and as they slow will disrupt traffic therein. On exiting from these sites, southbound vehicles will also have, not only get to out onto the roadway, but then to get out into the non-T2 lane within 50 metres. Then, a few hundred metres further along they may need to change lanes back again to get onto Aotea Quay.

By increasing late, compulsory lane changes, introducing T2 will be dangerous and difficult to comply with. It will also be difficult to enforce, will have no benefit and is totally unnecessary.

Hutt Road Cycle path – Submission

989

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Richard Shallcrass	Kaiwharawhara	Individual	

DO YOU SUPPORT THE PROPOSED CHANGES TO HUTT ROAD?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON FOOT?

IS A PAINTED WHITE LINE ENOUGH TO SEPARATE PEOPLE ON BIKES FROM PEOPLE ON FOOT?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE USING BUSES?

DO YOU SUPPORT THE PROPOSED CHANGES FOR PEOPLE ON BIKES?

DO YOU SUPPORT THE PROPOSED CHANGES TO PARKING?

DO YOU SUPPORT THE PROPOSAL TO PROVIDE A T2 TRANSIT LANE DURING PEAK PERIODS?

DO YOU HAVE ANY GENERAL COMMENTS?

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From: Richard Shallcrass [<mailto:richard.shallcrass.nz@gmail.com>]
Sent: Monday, 18 April 2016 5:28 p.m.
To: Richard MacLean
Subject: Hutt Cycleway

Hi there

Thank you for giving me the opportunity to comment on the changes proposed for the Hutt Cycleway.

As a pedestrian I use the path from Ngaio Gorge to Thorndon most days of the week. I find it very disconcerting that so many cyclists ride what is a narrow shared path at maximum speed, This is a real problem between 3.30 and 6.00pm when the cycle traffic flow is heaviest. It is extremely rare for a cyclist to extend to a pedestrian the courtesy of using a bell to indicate the anticipated passage just a few centimeters away. On an occasion when I shouted at a cyclist who had scared my wife he abused her, calling her an old cow. Fortunately, a sympathetic gentleman from the garden depot nearby sent him on his way.

There is little evidence that the Council is at all concerned at the impact on pedestrians of cycleway upgrade programme. As far as I can see, the only change to the Hutt Road pathway that will possibly benefit pedestrians is the widening of the bridge over the Kaiwharawhara stream, reducing the likelihood of a collision at that point.

Could consideration be given to erecting signage reminding cyclists to show respect to pedestrians? Could bells be made compulsory for cyclists? There is some signage in the city that reminds motorists to give a wide berth to cyclists. A public education project showing that the Council takes the concerns of pedestrians seriously is to my mind long overdue.

Richard Shallcrass

14 Curnow Way,
Kaiwharawhara.

473 9846