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**ORDINARY MEETING**

**OF**

**TRANSPORT AND URBAN DEVELOPMENT COMMITTEE**

**ATTACHMENT**

Time: 9:15 am  
Date: Wednesday, 8 June 2016  
Venue: Committee Room 1  
Ground Floor, Council Offices  
101 Wakefield Street  
Wellington

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**MEMBERSHIP**

Mayor Wade-Brown  
Councillor Ahipene-Mercer  
Councillor Coughlan  
Councillor Eagle  
Councillor Foster (Chair)  
Councillor Free  
Councillor Lee  
Councillor Lester  
Councillor Marsh  
Councillor Pannett  
Councillor Peck  
Councillor Ritchie  
Councillor Sparrow  
Councillor Swain  
Councillor Woolf  
Councillor Young

(Greater Wellington Regional Council)

**Have your say!**

*You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 803-8334, emailing [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz) or writing to Democratic Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number and the issue you would like to talk about.*

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### Eastern Suburbs cycleways - TUD Hearings - Wednesday 8 June

Time	Sub #	Name	Organisation	Page #
9:20	240	Hilleke Townsend		41
9:25	383	Hilleke Townsend	Frocks on Bikes	59
9:35	134	Juliet Palmer		22
9:40	373	Charlotte Brook		51
9:45		Buffer		
9:50	199	Martin Powell		32
9:55	246	James Barber		44
10:00	237	Richard Galloway		38
10:05	387	James Carter		74
10:10	176	Peter Panettieri		30
10:15	224	Matt O'Neil		35
10:20	382	Allan Probert	Enterprise Miramar Peninsula	57
<b>10:30</b>		<b>Morning Tea</b>		
10:45	365	Guy Robbie		48
10:50	41	Simon Depree		5
10:55		Buffer		
11:05	52	Robert Murray		9
11:10	18	Ruth Hight	Wellington Sportsmed	3
11:20	70	Mike Mellor	Living Streets Aotearoa	12
11:30	46	Mike Mellor		7
11:35	385	Eleanor Meecham	Cycle Aware Wellington	61
11:45	258	Ian Kirkman		46
11:50		Buffer		
11:55	14	James Diamantis		1
12:00	108	Christina Bellis		17
12:05	175	Alastair Smith		27
12:10	123	Liz Springford		19
12:15	142	Bernard O'Shaughnessy		25
12:20	386	Jude Ball	Public Health Association	70
<b>12:30</b>		<b>Hearings conclude</b>		



<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL PRESENTATION:</b>
James Diamantis	Kilbirnie	Individual	Yes

**ARE THESE THE RIGHT CORRIDORS FOR THE EASTERN AREA?**

**HAVE WE GOT THE PRIORITIES RIGHT?**

**No**  
Need to start in city and work your way out

KILBIRNIE TO MIRAMAR	KILBIRNIE TO SEATOUN
Cobham option: ☆ Hobart option: ☆  <b>Other option:</b> As I live in Rongotai Rd, I would recommend that Coutts at was utilised more as I do NOT want my area compromised by an under used cycle way similar to the Island Bay disaster	Broadway option: ☆ Strathavon option: ☆  <b>Other option:</b>
<b>Comments:</b> If Rongotai Rd had to be used, it would make sense to( and my many neighbours agree) to put the cycle way down the middle of the road which is at present only utilised as a grassy median barrier	<b>Comments:</b> Myself and many of the residents I have spoken to in Rongotai Rd do not want our parking compromised to accommodate a minority group

**WHAT ELSE WOULD YOU LIKE US TO CONSIDER WHEN PLANNING CYCLEWAYS?**

Whether the majority of the people that live or have businesses on the planned routes actually want or need them or are they just there to cater for a small minority. Also effects on businesses, removal of car parking, appropriate designs, safety, and consultation

**DO YOU HAVE ANY GENERAL COMMENTS?**

**WHEN DEVELOPING CYCLEWAYS IN WELLINGTON, WHICH IS MORE IMPORTANT?**

Connecting suburbs to the city centre

**HOW IMPORTANT ARE EACH OF THE FOLLOWING WHEN PLANNING CYCLEWAYS?**

Encouraging more people to walk and bike: **not important**

Providing public car parking: **very important**

Planting street trees and vegetation: **not important**

Minimising costs: **slightly important**

**IF YOU RIDE A BICYCLE, DO YOU MOST OFTEN:**

Ride for fitness/fun

<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL PRESENTATION:</b>
ruth highet	Hataitai	wellington sportsmed	Yes

**ARE THESE THE RIGHT CORRIDORS FOR THE EASTERN AREA?**  
 No

**HAVE WE GOT THE PRIORITIES RIGHT?**  
 No  
 Need safe access to the ASB Sports Centre across Cobham drive for pedestrians entering and leaving it..from the north (sea side) of Cobham Drive. to avoid accidents with pedestrians/ cyclists crossing just in traffic breaks.. the proposed cycleways don't address this... if people have to travel an extra km to go via the route suggested, they'll still take short cuts and there will be accidents.. need to be able to access the ASB centre area via the little footpath next to uncle sams, nth end of the ASB carpark.. why can't have an overbridge there... similar to one that goes up to netball courts by Mt Vic tunnel.

KILBIRNIE TO MIRAMAR	KILBIRNIE TO SEATOUN
Cobham option: ☆☆☆ Hobart option: ☆  <b>Other option:</b> as mentioned in earlier part of this..using more of cobham drive with overpass to ASB...	Broadway option: ☆☆☆ Strathavon option:  <b>Other option:</b> ok for people wanting to go to seatoun not mirimar.
<b>Comments:</b> if you make the proposed cycle routes too long, people won't use them and they'll be white elephants and people will continue to make not safe choices.	<b>Comments:</b>

**WHAT ELSE WOULD YOU LIKE US TO CONSIDER WHEN PLANNING CYCLEWAYS?**  
 well lit at night, scenic so people want to go that way, wide enough to make them safe..

**DO YOU HAVE ANY GENERAL COMMENTS?**  
 think this needs more discussion yet to avoid the Island Bay problems..I don't think this answers the Eastern suburbs issues frankly... most people like to bike along the waterfront to work from the Eastern suburbs so improving the whole Cobham drive bike path, with an overbridge to ASB centre that could then be used to get people to kilbirnie and mirimar via the under airport path would be definitely better than what has been proposed in my opinion.

**WHEN DEVELOPING CYCLEWAYS IN WELLINGTON, WHICH IS MORE IMPORTANT?**

Connecting suburbs to the city centre

**HOW IMPORTANT ARE EACH OF THE FOLLOWING WHEN PLANNING CYCLEWAYS?**

Encouraging more people to walk and bike: **very important**

Providing public car parking: **slightly important**

Planting street trees and vegetation: **fairly important**

Minimising costs: **important**

**IF YOU RIDE A BICYCLE, DO YOU MOST OFTEN:**

Ride for fitness/fun

<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL PRESENTATION:</b>
Simon Depree	Miramar		Yes

### ARE THESE THE RIGHT CORRIDORS FOR THE EASTERN AREA?

**No**

It is not right to greatly inconvenience 95% of us who don't ride bikes and never will

### HAVE WE GOT THE PRIORITIES RIGHT?

**Don't know**

If you have to do it, do the cheapest bits first but wherever this is done it will choke traffic just like Island bay

### KILBIRNIE TO MIRAMAR

Cobham option: ☆

Hobart option: ☆

**Other option:**

Round the South Coast?

**Comments:**

I would be very upset if I was a resident on any of these routes if it looked anything like Island Bay

### KILBIRNIE TO SEATOUN

Broadway option: ☆

Strathavon option: ☆

**Other option:**

Both are bad, the small streets are too narrow and Broadway would become impassable if it looked like Island Bay Parade. On street parking

**Comments:**

On street parking is becoming really bad in Miramar, this will make it worse

### WHAT ELSE WOULD YOU LIKE US TO CONSIDER WHEN PLANNING CYCLEWAYS?

The residents that actually have to live there

### DO YOU HAVE ANY GENERAL COMMENTS?

95% of us don't and never will ride bikes. My work requires me to have a car and take it to work. The flyover would have helped the Eastern suburbs greatly

**WHEN DEVELOPING CYCLEWAYS IN WELLINGTON, WHICH IS MORE IMPORTANT?**

Connecting different points within the suburbs

**HOW IMPORTANT ARE EACH OF THE FOLLOWING WHEN PLANNING CYCLEWAYS?**

Encouraging more people to walk and bike: **not important**

Providing public car parking: **very important**

Planting street trees and vegetation: **not important**

Minimising costs: **very important**

**IF YOU RIDE A BICYCLE, DO YOU MOST OFTEN:**

I never ride a bicycle

<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL PRESENTATION:</b>
Michael Mellor	Seatoun	Individual	Yes

### ARE THESE THE RIGHT CORRIDORS FOR THE EASTERN AREA?

Yes

### HAVE WE GOT THE PRIORITIES RIGHT?

Yes

### KILBIRNIE TO MIRAMAR

Cobham option: ☆☆☆☆☆  
Hobart option:

#### Other option:

In Miramar, the route from Miramar Ave/Maupuia Rd should bypass Miramar shops by cutting across the grass verge between the outbound bus stop and Omega Rental Cars, then following Tauhinu Rd and Tahi St to Park Rd. This will enable cyclists from northern Miramar to avoid Miramar Ave (currently a traffic-clogged mess, not fit for purpose).

#### Comments:

A safe, convenient and attractive crossing of Cobham Drive for cyclists and pedestrians is essential, preferably just to the west of the ASB Sports Centre, also avoiding the need to cross Troy St.

### KILBIRNIE TO SEATOUN

Broadway option:  
Strathavon option:

#### Other option:

Whichever option is followed, the airport subway needs to be improved so that bikes don't have to ride on the footpath at both ends and to discourage motorbikes.

#### Comments:

Shared cyclist/pedestrian paths should be avoided wherever possible

### WHAT ELSE WOULD YOU LIKE US TO CONSIDER WHEN PLANNING CYCLEWAYS?

The effects on bus operations and passengers needs to be given high priority.

### DO YOU HAVE ANY GENERAL COMMENTS?

**WHEN DEVELOPING CYCLEWAYS IN WELLINGTON, WHICH IS MORE IMPORTANT?**

Connecting suburbs to the city centre

**HOW IMPORTANT ARE EACH OF THE FOLLOWING WHEN PLANNING CYCLEWAYS?**

Encouraging more people to walk and bike: **very important**

Providing public car parking: **important**

Planting street trees and vegetation: **very important**

Minimising costs: **important**

**IF YOU RIDE A BICYCLE, DO YOU MOST OFTEN:**

I never ride a bicycle

<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL PRESENTATION:</b>
Robert Murray	Melrose	Individual	Yes

**ARE THESE THE RIGHT CORRIDORS FOR THE EASTERN AREA?**

**No**  
Some are right, some are wrong. Unreasonable question. Please see attached

**HAVE WE GOT THE PRIORITIES RIGHT?**

**No**  
Only if you make the second Mt Vic tunnel the primary cycling priority - which would be quite sensible. See attached

KILBIRNIE TO MIRAMAR	KILBIRNIE TO SEATOUN
Cobham option: Hobart option:  <b>Other option:</b> Please see attached. Thought you might have learnt the lesson from island bay that its a ridiculous waste of money to have a cycle way that is not connected to its destination: like putting a new runway near Oteranga Bay	Broadway option: Strathavon option:  <b>Other option:</b> Please see attached.
<b>Comments:</b> Please see attached.	<b>Comments:</b> Please see attached.

**WHAT ELSE WOULD YOU LIKE US TO CONSIDER WHEN PLANNING CYCLEWAYS?**

That Cycling is only one minor way people get around Wellington: If you want to live somewhere where everybody cycles you should move to Copenhagen otherwise respect other people's decisions

**DO YOU HAVE ANY GENERAL COMMENTS?**

**WHEN DEVELOPING CYCLEWAYS IN WELLINGTON, WHICH IS MORE IMPORTANT?**

Connecting suburbs to the city centre

**HOW IMPORTANT ARE EACH OF THE FOLLOWING WHEN PLANNING CYCLEWAYS?**

Encouraging more people to walk and bike: **not important**

Providing public car parking: **important**

Planting street trees and vegetation: **not important**

Minimising costs: **not important**

**IF YOU RIDE A BICYCLE, DO YOU MOST OFTEN:**

Ride for fitness/fun

34 Hornsey Rd  
Melrose  
Wellington 6023

Tel 970 2175  
email: rmurray@clear.net.nz

Cycling Corridors for eastern suburbs:

When I'm cycling I prefer to be apart from other traffic as much as possible. I don't know many other eastern suburbs cyclists but it seems to me that most of them use the round the bays route and I suspect they do that because it is nicer, even though its substantially longer – and, just maybe, because its flat.

So, surely, in selecting these routes, the emphasis should be on quiet streets or pathways and should follow those routes that appeal to cyclists. In this regard the Mt Victoria – Mt Albert range provides an obstacle, until the second tunnel is completed. Sharing roads with automobiles is a lofty aim but separation is more pragmatic and desirable – and arterial routes should be avoided completely. Where sharing is necessary, I believe making the roadway as wide as possible leaves room for cyclists and that is all that is necessary. A perfect example where WCC has stuffed this up is Roy St, Newtown, where the construction of centre islands has made the road uncomfortable for cyclists

My first submission to Council is that it facilitates and promotes the construction of the second tunnel as a priority – on the understanding that it incorporates a two way cycle lane. I further suggest that that cycle lane should be on the north side of the second tunnel.

While the primary current cycle route follows the north side of Cobham Drive and it should be widened I don't believe there is any safe practical way to cross Cobham Drive, so the existing route should be two way and any access to Kilbirnie should be restricted to the pedestrian crossing at Evans Bay Parade. This combines well with using the airport tunnel to access the southern peninsula. For the continuation of this route I would advocate the use of Kemp St and the pathway through to Rongotai Rd, the existing pedestrian crossing (maybe moved west 50m) and Te Whiti St. There is a temptation to explore the possibility of a passage through the side of EB Intermediate and St Pats to minimise the use of EB Parade and another to somehow utilise the walkway at the back of Rongotai College. Then, after the airport tunnel, the Strathavon route is the most appealing way to Seatoun (although the tunnel is always going to be a problem). The next issue, which also causes problems for the southern cycleway, is how to get out of the CBD. The sensible answer to this is Tory/Tasman St (make it cycle friendly by making it one way in opposite directions for automobiles and chuck a couple of speed humps in.) From Tasman St across to Hansen St. From there cyclists can drop down Hall St into Newtown. At this stage, the ideal would be to put an extra one and a half lanes on the north side of Mein St as far as Minerva or Daniell St then up Wilson St to Coromandel and Constable. From there it would be nice to create a track somehow using Henry, Samoa or Vallance Sts to get to Kilbirnie Cres, but the probable route will be Duncan then through the aquatic centre to Kemp St.

In reverse, from the airport tunnel down Coutts St to Childers Tce and up Crawford, Constable and Coromandel. (Its a shame we can't utilise the track from the top of Mein St to Alexander and Wellington Rd/Henry St.) From the end of Coromandel or the Te Hopai section of Owen St, paving a path to Hospital Rd, across Adelaide Rd, use the VTNZ path to Hanson Tce to get onto Hansen St. Then there is a bit of work to do to get up to Tasman St. The other option would be a purpose built path from the end of Coromandel running along the side of Mt Vic until you can drop down to Ellice St.

One way routes are as fine for cyclists as they are for motorists.

<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL PRESENTATION:</b>
Michael Mellor, for Living Streets Aotearoa	Other	Living Streets Aotearoa	Yes

**ARE THESE THE RIGHT CORRIDORS FOR THE EASTERN AREA?**  
 Don't know

**HAVE WE GOT THE PRIORITIES RIGHT?**  
 Don't know

KILBIRNIE TO MIRAMAR	KILBIRNIE TO SEATOUN
Cobham option: ☆☆☆☆☆ Hobart option: <b>Other option:</b>	Broadway option: Strathavon option: <b>Other option:</b>
<b>Comments:</b> A safe and convenient crossing of Cobham Drive is essential.	<b>Comments:</b>

**WHAT ELSE WOULD YOU LIKE US TO CONSIDER WHEN PLANNING CYCLEWAYS?**  
 Shared foot/cycle pathways should be considered only as a very last resort; all proposals should explicitly conform with NZTA guidelines, with all exceptions noted and explained.

**DO YOU HAVE ANY GENERAL COMMENTS?**

**WHEN DEVELOPING CYCLEWAYS IN WELLINGTON, WHICH IS MORE IMPORTANT?**

**HOW IMPORTANT ARE EACH OF THE FOLLOWING WHEN PLANNING CYCLEWAYS?**

Encouraging more people to walk and bike: **very important**

Providing public car parking: **important**

Planting street trees and vegetation: **very important**

Minimising costs: **important**

**IF YOU RIDE A BICYCLE, DO YOU MOST OFTEN:**

# Living Streets Aotearoa



## Submission to Wellington City Council on Eastern Cycleway proposals 2016

Contact person: **Mike Mellor**  
Email: **wellington@livingstreets.org.nz**  
Phone: **027 684 1213**  
Date: **23 May 2016**

### Submission

Living Streets Aotearoa welcomes proposals to encourage active modes of transport, and we see these proposals as heading in the right direction. The proposed routes seem overall to be logical and sensible, and we have the following comments.

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

#### 1. Seatoun route

We have no preference for either route, but whichever option is taken it is important to improve the environment for both cyclists and pedestrians in the tunnel under the airport. At present cyclists have to use the footpath at both ends because of the gates blocking the roadway, and motorbikes use the subway, creating noise and emissions issues (a motorbike is doing just that in the online videos of this route). We submit that:

- the gates at both ends be replaced by bollards, spaced so as to avoid the need for bikes to use the footpath but to discourage motorbikes; and
- signage be placed at each end making it clear that motorbikes are banned, and encouraging pedestrians and cyclists with good wayfinding information, including times.

#### 2. Miramar route

Our strong preference is for the Cobham option, which provides a much-needed safe crossing of Cobham Drive for both cyclists and pedestrians. This is the only direct route between central and northern Miramar (including Miramar Shops), and Rongotai and Kilbirnie (including the ASB

Sports Centre), currently usable by bike or on foot only at significant personal risk (we note the recent pedestrian fatality here).

The need for a crossing is demonstrated by the number of walk desire lines worn across the central reservation by people crossing the road despite the obvious danger from four lanes of 70km/h traffic. Our preference is for a safe crossing just to the west of the ASB Sports Centre, avoiding the need to also cross Troy St, where in our experience the speed of traffic from Cobham Drive has often not reduced to the 50km/h speed limit here. We prefer a surface crossing unless a well-designed convenient and attractive bridge or subway is provided - the City to Sea Bridge from Civic Square is an example of an easy-to-use pedestrian bridge, although the waterfront approach is too narrow to share with cyclists.

### **3. Shared paths**

We note that the Urban Growth Plan adopts the sustainable transport hierarchy in Wellington. This means that pedestrian considerations should come first, with a more walkable environment, encouraging more walking. Given this, we are concerned that shared paths are given as options in all proposed routes. Dedicated footpaths are required to provide a good pedestrian environment: shared paths provide a much lower level of service for both cyclists and pedestrians. In particular:

- we fail to see how shared paths could be perceived to provide the quality of cycle route needed to attract significant new cyclists in any great numbers;
- cyclists travelling at speed immediately adjacent to driveway and foot entrances to roadside premises would present significant safety risks to all users;
- allowing cyclists to use pedestrian space lowers the standard of service for pedestrians. (By contrast, the longer-term approach adopted for the Hutt Road is a segregated cycleway with separate footpath, which we have consistently supported.);
- allowing cyclists on footpaths in some places encourages illegal use of the footpath by cyclists in pedestrian-only areas, as can be seen throughout the city;
- the current Cobham Drive shared path, which also hosts the Meridian Energy Wind Sculpture Walk) is substandard, particularly in width, and the parallel unsealed footpath is unusable in places, either having been fenced off apparently because of erosion or because the surface has been so cut up by bikes that it is too muddy to walk on when wet. We submit that as part of the safer roads approach an on-road cycle path is created here – there appears to us to be sufficient width. In any case the parallel unsealed footpath should be made fit for all-weather walking.

### **4. Bus routes and stops**

The needs of buses and their passengers must specifically be taken into account when road space reallocation is being considered. That particularly applies in this case, where significant stretches of road in all the proposed options will become part of the main high-frequency East-West core spine route in 2018, making it essential that the road configuration enables a frequent, reliable and convenient service to be provided.

## **5. Adherence to guidelines**

We are aware of specific NZTA guidelines for pedestrian facilities (NZ Pedestrian Planning and Design Guide) and for public transport infrastructure (Draft Guidelines for Public Transport Infrastructure), and we understand similar guidelines exist for cycle facilities. We submit that all relevant proposals, including these ones, should explicitly follow these guidelines wherever possible, with any departures from the guidelines noted and explained.

## **6. Online videos showing illegal behaviour**

We note and support the use of online videos in the consultation process, providing a very effective way of presenting information. However, we are very concerned to note that the Rongotai Rd section of the videos in the towards-Kilbirnie direction appear to have been taken by a cyclist riding illegally on the footpath. We are disturbed that such behaviour should be even considered by Council, and even more disturbed that by putting this on its website Council and its officers is implicitly endorsing this behaviour. Citizens and ratepayers are entitled to expect better from Council, and we seek confirmation that such behaviour will not be repeated.

## **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](http://www.livingstreets.org.nz).

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<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL PRESENTATION:</b>
Christina Bellis	Miramar	Individual	Yes

**ARE THESE THE RIGHT CORRIDORS FOR THE EASTERN AREA?**

Yes

**HAVE WE GOT THE PRIORITIES RIGHT?**

Yes

**KILBIRNIE TO MIRAMAR**

Cobham option: ☆☆☆☆

Hobart option: ☆☆

**Other option:**

The only other option I could think that would be direct and good for 'bad weather' (as Evans Bay is highly exposed) would be a tunnel under the North end of the airport runway (and likely to cost well over the \$6m budget!!)

**Comments:**

Going from Miramar down to the tunnel is good for people traveling to Kilbirnie, but is still a roundabout/longer route. It's a good route for getting from Seatoun to Kilbirnie and then to City, but a more direct route from Miramar to the City should be prioritised.

**KILBIRNIE TO SEATOUN**

Broadway option: ☆☆☆

Strathavon option: ☆☆☆☆

**Other option:**

**Comments:**

It's good for all to have quieter roads for the bicycles to be on, but not so out of the way, or indirect, that they are unused. People on bikes do not want to travel an extra 3km - the purpose is direct and safer transportation options, not a scenic journey.

**WHAT ELSE WOULD YOU LIKE US TO CONSIDER WHEN PLANNING CYCLEWAYS?**

Please consider the sub-par cycleways that other cities have spent a LOT of money on, only to realise they don't work. It's better to spend more money on really good infrastructure, and do little bits at a time, than make a lot of subpar infrastructure that no one uses and feels was a waste of money.

**DO YOU HAVE ANY GENERAL COMMENTS?**

The best cities give their residents and visitors great transport choices that are optimal for travel. With rising petrol costs, and Wellington wanting to be a "Smart Capital" with lower emissions, transportation is a huge agent for change. People will get used to change - they always have.

**WHEN DEVELOPING CYCLEWAYS IN WELLINGTON, WHICH IS MORE IMPORTANT?**

Connecting suburbs to the city centre

**HOW IMPORTANT ARE EACH OF THE FOLLOWING WHEN PLANNING CYCLEWAYS?**

Encouraging more people to walk and bike: **very important**

Providing public car parking: **important**

Planting street trees and vegetation: **important**

Minimising costs: **slightly important**

**IF YOU RIDE A BICYCLE, DO YOU MOST OFTEN:**

Ride to work or school

<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL PRESENTATION:</b>
Liz Springford	Berhampore	Individual	Yes

**ARE THESE THE RIGHT CORRIDORS FOR THE EASTERN AREA?**

**Don't know**

I am writing this as a southern suburbs resident who would like to be able to move to and around the eastern suburbs for shopping and recreation. I run round the southern coast, but I only feel safe using my legs to get round the bays from Shelley to Scorching on an electric bike where I can cycle at 30kph in the middle of the 40kph lane. There are no shoulders on most of that coastal route. I'd like to see round the eastern (and southern) bays opened up for safe cycling, running and walking as a beautiful recreation area for Wellingtonians, domestic and international tourists. Perhaps WCC could direct some of the tourism funding towards additional safe coastal routes?

**HAVE WE GOT THE PRIORITIES RIGHT?**

**Don't know**

I'm writing this as a southern suburbs resident who (i) would like to be able to cycle safely to and around the eastern suburbs for shopping and recreation, and (ii) more importantly, understands that serious mitigation (rapid fossil-fuel emissions reduction to create a net Carbon Zero city as soon as we can before mid-century) is our #1 defence to ensure we can still adapt to climate changes. I know from sound NZ-based research that for every \$1 spent on safe cycling, the returns are up to \$20 or more - from better health and reduced climate risk (Macmillan et al 2014). So I would like to see all of these corridors become cycle-friendly asap - and there may be other corridors that make sense too for eastern locals. It's in our city's best interests to make it as easy as possible for people of all ages to be active and able to travel independently of fossil fuel use. Wellington's coastline is stunning, our taonga for Wellingtonians and tourists, domestic and international - yet there is no continuous shoulder to safely walk, run or bike around those bay. Perhaps tourism funds could be used to create a safe route from Shelly Bay to Scorching Bay. I run round the southern coast including Lyall Bay because there is a footpath (and I notice Rongotai boys cycling on the south coast footpath too which is a sensible safety choice). I only feel safe-ish from Shelly Bay to Scorching Bay when I'm able to use an electric bike at 30kph in the middle of the 40kph lane - and even then relying on drivers' understanding and sensible overtaking.

<b>KILBIRNIE TO MIRAMAR</b>	<b>KILBIRNIE TO SEATOUN</b>
Cobham option: Hobart option:  <b>Other option:</b>	Broadway option: Strathavon option:  <b>Other option:</b>
<b>Comments:</b> I would like to leave the details to Eastern suburb cyclists and cycle safety experts - however I would like to see all routes pass the 'ten year old' test. That test is: would most parents be comfortable with their ten year old daughter & friend biking independently along this route to school, sports & music activities & shops? Additionally, would most	<b>Comments:</b> See previous comments - I'd like to leave the details to local cyclists & cycle safety experts.

grandparents be comfortable biking along the new infrastructure with their primary-school aged grandchildren? That's the cycling infrastructure we need to maximise access in the face of constrained fossil fuel emissions, for some households, constrained finances, and for almost all of us, a need to fit 30-60 minutes physical activity into our daily lives (or face high personal health costs and place unnecessary demand on already stretched health systems).

**WHAT ELSE WOULD YOU LIKE US TO CONSIDER WHEN PLANNING CYCLEWAYS?**

Note returns of \$20 for every \$1 spent on safe cycling. Cycling infrastructure is not expensive - this is one of the best investments we can be making for our city. This is natural disaster/health/income insurance rolled into one - cycling infrastructure saves us considerable costs, individually, as ratepayers and as taxpayers. We need to invest as quickly as we can in safe widespread cycling across our city that works for all ages. Adaptation costs (including insurance costs) are going to rise and the price on fossil fuel emissions is likely to be \$100++ whether internally driven through an emissions trading scheme or externally by global pressure on wealthier high-emitting countries like NZ to act much faster (and more responsibly). Six million is a very small amount to devote to safe cycling infrastructure - especially compared to \$90 million for the airport runway extension resource application for example. Wellington city's transport future depends on a tri-part approach - safe cycling & walking routes, affordable attractive public transport (light rail to get sufficient scale), and widespread accessible car share vehicles (cars to drive for hire by the hour). It is essential to include the third element of car share in any cycle infrastructure plans as this is the 'carrot' to get mostly unused parked cars off our roads to clear space for cycling and other modes. So for every 15-20 car parks that are expected to be removed, then offer to eastern residents who live along key routes, a 3-12 month free car share membership - and make sure there are highly visible car share car parks to match and good advertising. Wellington reached 'peak car' years ago - we have too many parked cars reducing our narrow windy streets to one way driving.

**DO YOU HAVE ANY GENERAL COMMENTS?**

**WHEN DEVELOPING CYCLEWAYS IN WELLINGTON, WHICH IS MORE IMPORTANT?**

Connecting suburbs to the city centre

**HOW IMPORTANT ARE EACH OF THE FOLLOWING WHEN PLANNING CYCLEWAYS?**

Encouraging more people to walk and bike: **very important**

Providing public car parking: **not important**

Planting street trees and vegetation: **slightly important**

Minimising costs: **not important**

**IF YOU RIDE A BICYCLE, DO YOU MOST OFTEN:**

Ride to the shops

<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL PRESENTATION:</b>
Juliet Palmer	Brooklyn	Individual	Yes

**ARE THESE THE RIGHT CORRIDORS FOR THE EASTERN AREA?**

Yes

**HAVE WE GOT THE PRIORITIES RIGHT?**

Yes

Please can we start an urgent change of attitude campaign while we're about this business ... no more tooting in the tunnel. It nearly blasts pedestrians' and cyclists' brains out.

KILBIRNIE TO MIRAMAR	KILBIRNIE TO SEATOUN
Cobham option: ☆☆☆ Hobart option: ☆☆☆  <b>Other option:</b> I think this is all silly: we don't need to plan routes and create road options like this as we have suitable footpaths that can be adapted to allow bikes, skateboards to occupy their marked space , with pedestrians, prams etc on the other. It's a good enough solution in Europe. The main problem in Wellington is insufficient money has been spent on completing the footpaths, which tend to 'run out', especially in hill suburbs - but that isn't much of an issue in the areas under discussion.	Broadway option: ☆☆☆☆☆ Strathavon option:  <b>Other option:</b>
<b>Comments:</b> Keeping cyclists and self-propelled transport out of the way of faster, heavier machines is the priority. Most ride on footpaths anyway (even in Lambton Quay, which is rude) ... but they choose to do so because it's safer and in many cases, the footpaths are under-utilised and nobody's inconvenienced. However, it's an offence to ride on the footpath - so, given numerous people already do it and it's what their brains are telling them is the safest option, the Council should consider sanctioning it. What's your option? Making lanes that aren't used? Narrowing roads? There's little enough room as it is. Please think about this - I think it's the most sensible, safest and cheapest option, not just for the Eastern Suburbs but NZ in general.	<b>Comments:</b> As per above

**WHAT ELSE WOULD YOU LIKE US TO CONSIDER WHEN PLANNING CYCLEWAYS?**

Maybe this is where I should have put my request for using the footpaths as cycleways, as they do in Europe. To reiterate: we're doing it already. Divide the footpaths along selected routes (to/from town, within suburbs), one side for cyclists, skatiers etc, the other for pedestrians. Take it easy: make what people are already doing legal ... or is that too radical an idea? :)

**DO YOU HAVE ANY GENERAL COMMENTS?**

Cycleways should be on properly divided footpaths not on roads. Many people prefer the footpaths and are using them anyway. It's a safer, cheaper option to share the footpaths and a no-brainer - as most of the world knows. Road safety is an ethical issue that NZ transport professionals are responsible for managing. THEY MUST MANAGE THIS.

**WHEN DEVELOPING CYCLEWAYS IN WELLINGTON, WHICH IS MORE IMPORTANT?**

**HOW IMPORTANT ARE EACH OF THE FOLLOWING WHEN PLANNING CYCLEWAYS?**

Encouraging more people to walk and bike: **very important**

Providing public car parking: **very important**

Planting street trees and vegetation: **slightly important**

Minimising costs: **very important**

**IF YOU RIDE A BICYCLE, DO YOU MOST OFTEN:**

Ride for fitness/fun

<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL PRESENTATION:</b>
Bernard O'Shaughnessy	Newtown	Individual	Yes

**ARE THESE THE RIGHT CORRIDORS FOR THE EASTERN AREA?**  
 Yes to all but the first one

**HAVE WE GOT THE PRIORITIES RIGHT?**  
 No  
 Re-ranked from top to bottom: 8,7,1,2,6,3,4,5

KILBIRNIE TO MIRAMAR	KILBIRNIE TO SEATOUN
Cobham option: ☆☆☆☆☆ Hobart option: ☆☆☆☆☆  <b>Other option:</b> Yes - sea wall as recently (?) at Council [Submitters handwriting illegible]	Broadway option: ☆☆☆☆☆ Strathavon option: ☆☆☆☆☆  <b>Other option:</b> Yes. Sea Wall
<b>Comments:</b> Yes Heaps	<b>Comments:</b> Yes Heaps

**WHAT ELSE WOULD YOU LIKE US TO CONSIDER WHEN PLANNING CYCLEWAYS?**  
 Lots - will say at Council

**DO YOU HAVE ANY GENERAL COMMENTS?**  
 Yes. The CEO is a wonderful guy.

**WHEN DEVELOPING CYCLEWAYS IN WELLINGTON, WHICH IS MORE IMPORTANT?**

Connecting different points within the suburbs

**HOW IMPORTANT ARE EACH OF THE FOLLOWING WHEN PLANNING CYCLEWAYS?**

Encouraging more people to walk and bike: **very important**

Providing public car parking: **very important**

Planting street trees and vegetation: **slightly important**

Minimising costs: **very important**

**IF YOU RIDE A BICYCLE, DO YOU MOST OFTEN:**

Ride for fitness/fun

<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL PRESENTATION:</b>
Alastair	Aro Valley	Individual	Yes

**ARE THESE THE RIGHT CORRIDORS FOR THE EASTERN AREA?**

Yes

**HAVE WE GOT THE PRIORITIES RIGHT?**

No

I think it's important to provide a Newtown - Kilbirnie route. The initial reference group meeting identified Newtown, the hospital, and the schools near basin reserve as priority destinations. While the gradient of Crawford Rd is steepish, it's much less steep than Grafton Gully Cycleway in Auckland, which is well used: numbers on the corridor up by over 50%, and 30% new cyclists. <<https://www.bikeauckland.org.nz/grafton-gully-cycleway-on-the-up-and-up-the-new-numbers/>>. What about a protected cycleway up Crawford Rd, a cyclist crossing at Constable/Coromandel, and a quiet streets route through Wilson. This doesn't have to wait for decisions about the Island Bay - CBD route.

**KILBIRNIE TO MIRAMAR**

Cobham option: ★★★★★  
 Hobart option: ★★

**Other option:**

**Comments:**

**KILBIRNIE TO SEATOUN**

Broadway option: ★★★★★  
 Strathavon option: ★★★

**Other option:**

**Comments:**

The existing tunnel under the runway means that routes from Kilbirnie to Seatoun aren't too bad (leaving aside the Seatoun tunnel, which is likely to be a problem regardless). So a more direct Miramar - Kilbirnie route is a priority. Building a crossing of Cobham Drive could be an opportunity for an iconic piece of cycling infrastructure that would change peoples' perception, in the way that Auckland's "Pink Path" Te Ara i Whiti, has done.

**WHAT ELSE WOULD YOU LIKE US TO CONSIDER WHEN PLANNING CYCLEWAYS?**

I support the proposals in Cycle Aware Wellington's submission: particularly traffic calming etc. While it might not be politic to label the changes as a "mini-Holland" as was done in London <<https://tfl.gov.uk/travel-information/improvements-and-projects/cycle-mini-hollands>> the Eastern suburbs is a good area for this approach. Note that in Q11 I chose "connecting to the CBD", but I don't think it's an either/or - both need to be done.

**DO YOU HAVE ANY GENERAL COMMENTS?**

We need good cycling routes within the suburbs, AND a connection to Newtown and the CBD. Just do it!

**WHEN DEVELOPING CYCLEWAYS IN WELLINGTON, WHICH IS MORE IMPORTANT?**

Connecting suburbs to the city centre

**HOW IMPORTANT ARE EACH OF THE FOLLOWING WHEN PLANNING CYCLEWAYS?**

Encouraging more people to walk and bike: **very important**

Providing public car parking: **not important**

Planting street trees and vegetation: **important**

Minimising costs: **slightly important**

**IF YOU RIDE A BICYCLE, DO YOU MOST OFTEN:**

Ride to the shops

<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL PRESENTATION:</b>
Peter panettieri	Lyall Bay	Individual	Yes

### ARE THESE THE RIGHT CORRIDORS FOR THE EASTERN AREA?

**Yes**

The route kilbirnie to mt vic should take the path, kilbirnie park, Hamilton to goa, passing across moxham to rauhine st.

### HAVE WE GOT THE PRIORITIES RIGHT?

**No**

Newtown to kilbirnie should be higher on the list. Mt Victoria should consider using the pilot tunnel which was built in the 80's

### KILBIRNIE TO MIRAMAR

Cobham option: ☆☆☆

Hobart option: ☆☆☆

**Other option:**

You really need both, you must provide and crossing for cobham drive and nobody at the asb center is going to ride 2 extra kilometres around the subway to get to the cutting, they risk crossing cobham drive. The state highway fund should provide ( pay) for the crossing

**Comments:**

### KILBIRNIE TO SEATOUN

Broadway option: ☆☆☆

Strathavon option: ☆

**Other option:**

Who is going to ride the back streets of miramar to seation. Have you considered taking 4 meter strip off the golf course all the way down broadway along the back of the houses

**Comments:**

### WHAT ELSE WOULD YOU LIKE US TO CONSIDER WHEN PLANNING CYCLEWAYS?

I must say question 11 is terrible, both are important, i want to go to the local shops on a bike (2km trip) without using a car, but also riding to the next suburb or town could actually be faster than taking a car if there was a proper network

### DO YOU HAVE ANY GENERAL COMMENTS?

Both kilbirnie to miramar options have to be developed. There must be a safe crossing point for Cobham Drive and there must also be a viable alternative through the airport subway for southern miramar. Get the state highway to pay for the subway.

**WHEN DEVELOPING CYCLEWAYS IN WELLINGTON, WHICH IS MORE IMPORTANT?**

Connecting different points within the suburbs

**HOW IMPORTANT ARE EACH OF THE FOLLOWING WHEN PLANNING CYCLEWAYS?**

Encouraging more people to walk and bike: **very important**

Providing public car parking: **slightly important**

Planting street trees and vegetation: **not important**

Minimising costs: **very important**

**IF YOU RIDE A BICYCLE, DO YOU MOST OFTEN:**

Ride to the shops

<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL PRESENTATION:</b>
Martin Powell	Newtown	Individual	Yes

**ARE THESE THE RIGHT CORRIDORS FOR THE EASTERN AREA?**

**Yes**

Seatoun & Mirimar don't need to connect \*directly\* to Kilbirnie town centre. As the majority of commuter trips are in to the city there is no need for them to be routed through Rongatai Road.

Where 'Kilbirnie' is described in these routes it should really be the Corner of Cobham & Evans bay parade, with a quality connection from this Corner to Kilbirnie town centre via Evans Bay Parade / Onepu Road.

These routes also fail to mention the Airport. If we are going to be able to take proper advantage of the \*massive\* surge in cycle tourism currently occurring. We need to allow people to arrive / leave by bike. We should consider this in our cycling infrastructure.

**HAVE WE GOT THE PRIORITIES RIGHT?**

**No**

I feel that the Bays route should be above the Tunnel route. While a longer distance, the amenity and lack of climb here mean that this route will be chosen by most people on bikes. In poor weather it can be slightly unpleasant, but those users who would be put off by this are less likely to ride on these days anyway.

**KILBIRNIE TO MIRAMAR**

Cobham option: ☆☆☆☆

Hobart option: ☆

**Other option:**

Cobham all the way to the intersection with Evans Bay Parade with a connection along Evans Bay Parade to Kilbirnie town centre. Less direct but improves Mirimar to City Connection and avoids the controversy of Rongatai Road.

**Comments:**

The Hobart option would be a massive waste. It would likely cause an uproar from the residential streets it passes through and means a massive detour. Anyone heading to the city would not use this, and few heading to Kilbirnie would too.

**KILBIRNIE TO SEATOUN**

Broadway option: ☆☆☆

Strathavon option: ☆

**Other option:**

Seatoun Tunnel -> Broadway -> Ira St -> Mirimar Ave -> Mirimar Cutting & Mirimar to 'Kilbirnie' Route

I'd suggest Bi-Directional (Nelson St, Auckland) along Broadway on the Northern Side for slightly fewer driveway interfaces and avoiding shopfronts near Strathmore Ave.

**Comments:**

While I would like to see a cycleway along Broadway in principle I think the risks of another 'Vicki Greco style' insurgency is too high. Eventually this will have to happen, but considering the time limits on UCP funding I think it is better to avoid for now.

	<p>I actually think local trips from Seatoun to Mirimar (via Ira St) are likely to be more in demand than those from Seatoun to Kilbirnie.</p> <p>The Strathavon option seems really silly to me. If you are going to detour like this then it is better to connect to Mirimar as well rather than only get halfway there.</p>
--	--

**WHAT ELSE WOULD YOU LIKE US TO CONSIDER WHEN PLANNING CYCLEWAYS?**

End of Trip Facilities!!! Keep in mind that some trips end at local shops along the routes. This is also a good way to show the value of the infrastructure to adjacent businesses.

Places to stop and enjoy the scenery.

Making cycling infrastructure beautiful rather than utilitarian (see the success of the 'lightpath' in Auckland).

Finding ways to improve both Cycling and Walking experiences with the NZTA funding (while still providing adequate separation).

Minimizing impact on public transport and integrating with it (ie: Bike Racks on buses)

**DO YOU HAVE ANY GENERAL COMMENTS?**

The currently proposed routes will provide only limited service for those looking to take up biking. The majority of prospective people on bikes want to make their way in to the city. Cobham Drive (all the way along) and Evans Bay Parade (both in to Kilbirnie and out towards the bay route) will clearly provide the best results for the widest group of prospective bikers. If properly resolving the 'Bays route' is too much of a cost at this point, well, at least make a start. The funds will be better spent there than endless rounds of consultation in attempts to pacify the angry communities of Rongatai Road and Broadway. The Cobham route could be an iconic piece of infrastructure on par with the lightpath in Auckland or Brisbane's Bicentennial Bikeway. We need to focus the resources we have on quality infrastructure rather than trying to spread it across the suburb like too little butter on too much toast.

**WHEN DEVELOPING CYCLEWAYS IN WELLINGTON, WHICH IS MORE IMPORTANT?**

Connecting suburbs to the city centre

**HOW IMPORTANT ARE EACH OF THE FOLLOWING WHEN PLANNING CYCLEWAYS?**

Encouraging more people to walk and bike: **very important**

Providing public car parking: **not important**

Planting street trees and vegetation: **important**

Minimising costs: **not important**

**IF YOU RIDE A BICYCLE, DO YOU MOST OFTEN:**

Ride to work or school

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Matt O	Strathmore Park	Individual	Yes

**ARE THESE THE RIGHT CORRIDORS FOR THE EASTERN AREA?**

**Yes**

Firstly, I think the Central City to Kilbirnie via the bays is a really important route to develop as a pedestrian and cycle route, both for recreation and (not car based) commuting purposes.

There are already a large number of people who use that coastline for both walking, running, cycling and other recreational reasons (beaches, boats, parks, walks, views, tennis etc) but I feel it is currently seriously under-developed. The cycleway is unclear and crosses from one side to the other at various points. The pedestrian walkway is narrow in places and inconsistent. The priority on this route should be (after residents) for pedestrians, cyclists and recreational users. At the moment the priority appears to be for cars. I think the roadway and parking could be rationalised and the cycle and pedestrian (could be shared) routes prioritised and widened.

The coastline is a major 'selling point' for Wellington and I think developing this particular route would be beneficial for a huge amount of people. Both residents of the bays, the city and the eastern suburbs but also visitors to our city and for recreation for workers in the City. I think the development of this area is a top priority for Wellington. Check out the Main Yarra Trail / Capital City Trail in Melbourne for an example of what could be done here (shared pathway).

I wouldn't use a Mt. Vic tunnel link to the Central City so I cannot comment on this.

Newtown to Kilbirnie link would be a useful cycle link I feel. The route over the hill via Crawford Road / Constable Street would be an important route for people in the eastern suburbs to commute to Newtown (the Hospital there being a major employer for Wellington). It may also be useful for people getting into town, and could link up with routes for Mt Cook, Newtown, Berhampore, Island Bay communities etc.

**HAVE WE GOT THE PRIORITIES RIGHT?**

**Yes**

I am not convinced about the Central City to Kilbirnie (via Mt Vic) route being of particular importance. I feel this may be quite difficult to achieve? I probably wouldn't use it but I don't need to commute to the City all that often so if a number of others feel this is important, and support it vociferously I would be likely to agree.

I also feel the Miramar Cutting to Shelly Bay would be good to develop for tourism / recreational reasons, so would probably go above 6 and 7.

I am not sure that specific cycleways are actually necessary away from what would be the 'main' cycle routes, particularly in Miramar, Strathmore, Seatoun as the residential roads are quite wide and probably other methods such as community engagement / education (and perhaps some gentle signage) would be more useful here. As people get more used to cyclists being around I think they would learn to give them space. I think the focus of the cycle routes should be on main direct commuter routes and movement from suburb to City, or main suburb to main suburb

(Miramar to Kilbirnie, Seatoun to Kilbirnie, Kilbirnie to Newtown etc) and recreational routes that would appeal to Wellington residents and tourists (the bays, Miramar to Shelly Bay).

KILBIRNIE TO MIRAMAR	KILBIRNIE TO SEATOUN
<p>Cobham option: ★★★★★</p> <p>Hobart option: ★</p> <p><b>Other option:</b> Please take a long term view and plan the route based on what else may happen in the future. If the City to Kilbirnie bays route is done in the future, then the Cobham Drive route can easily link into that.</p>	<p>Broadway option: ★★★★★</p> <p>Strathavon option: ★</p> <p><b>Other option:</b> Direct routes should be the priority. People will not travel on the Hobart or Strathavon routes unless they live directly on them. People will either travel along Cobham Dr and Braodway, or will not cycle at all. Routes that are not direct will be a total waste of money.</p>
<p><b>Comments:</b> The route through the back streets (Hobart option) is indirect and will not be used. Waste of money.</p>	<p><b>Comments:</b> Direct routes only.</p>

#### WHAT ELSE WOULD YOU LIKE US TO CONSIDER WHEN PLANNING CYCLEWAYS?

Cycle parking - making it as obvious as car parking, and in places where it is needed - nr bus stops, places where people need to get to. You can even promote it if you think carefully. eg use a car park for multiple cycle parks see link - <http://www.cyclehoop.com/wp-content/uploads/2014/10/Hackney3.jpg> , although I would probably use a frame of a large bike instead of a car to prove the point.

Cycleways can be used by more than just cyclists. Think more about (non-car) users on routes, particularly on more recreational routes. Wider pavements, more rational parking, street trees and street furniture can improve the experience of a wide range of people / users.

Car parking can be incorporated and should be designed in from the start, not an afterthought. Council should monitor certain centres for car park use, or think about building multistorey car parking in large suburban centres (Kilbirnie, Miramar) to reduce on street parking, especially if the idea is to intensify areas like these. In other areas, such as the bays, residential parking should be prioritised, followed by accessible (disabled) parking but other parking should be demoted below pedestrian and cycleways. Council could do some car park counting / talk to residents in areas such as the bays to see how much is needed for residents. Temporary car parking users should not be prioritised over the pedestrian and cycleways.

Public transport interaction with cycleways should be considered, as public transport should also be prioritised above cars.

#### DO YOU HAVE ANY GENERAL COMMENTS?

I would travel by bicycle more if the routes were better and clearly defined. I think the Council needs to do more work educating and engaging people. I would also cycle recreational routes more if the cycleways were better.

**WHEN DEVELOPING CYCLEWAYS IN WELLINGTON, WHICH IS MORE IMPORTANT?**

Connecting suburbs to the city centre

**HOW IMPORTANT ARE EACH OF THE FOLLOWING WHEN PLANNING CYCLEWAYS?**

Encouraging more people to walk and bike: **fairly important**

Providing public car parking: **slightly important**

Planting street trees and vegetation: **important**

Minimising costs: **slightly important**

**IF YOU RIDE A BICYCLE, DO YOU MOST OFTEN:**

Ride for fitness/fun

<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL PRESENTATION:</b>
R Galloway	Lyall Bay	Individual	Yes

**ARE THESE THE RIGHT CORRIDORS FOR THE EASTERN AREA?**

**Yes**

But don't forget Lyall Bay, which is an easy one with the Leonie Gill pathway and quiet flat local roads.

**HAVE WE GOT THE PRIORITIES RIGHT?**

**No**

I tend to prefer the local routes over the CBD. They are more useful for raising the next generation of cyclists, and more achievable with the available budget.

**KILBIRNIE TO MIRAMAR**

Cobham option: ☆☆☆

Hobart option: ☆☆☆☆

**Other option:**

In my experience of biking around the Eastern suburbs with 7 and 8 year olds, I find the quiet local streets really low stress. To get from the airport subway to Mirimar we use Miro St, Kauri St and Stone St. I find that the few cars that come along are happy to slow down and wait while we amble along/past. Hobart St looks busy and like it would need a lot of intervention to make it as attractive - requiring money and parking removal. With some physical works on the short length of Caledonia St between Miro and Kauri, perhaps some on Stone St, and then some signage and perhaps speed limit reductions on the rest of the route; it would be much easier to get a really nice route.

Similarly, a route along Coutts St looks like a big fight over parking, but a really nice route exists along the Leonie Gill pathway. The only challenge is to link the pathway in at Tirangi Road and at Kilbirnie town centre (via Ross St perhaps). Perhaps there should be two threads to the route at this point - so that a challenge in one area doesn't prevent the whole route from being stopped.

**Comments:**

**KILBIRNIE TO SEATOUN**

Broadway option: ☆☆☆

Strathavon option: ☆☆☆☆

**Other option:**

**Comments:**

The grand route via Rongotai Road and Cobham Dr looks like it will struggle to give separation that really gives comfort to less confident/competent cyclists, and will suck up all the available funding. Save it for later perhaps.  
Please also ensure the route is considered all the way to the key destinations of the Aquatic Centre, Kilbirnie Park and EBIS.

Avoid the fight over parking on main roads and pick the quiet streets, which are preferable anyway. Just need to focus really carefully on the crossing points. Some good ideas from Melbourne include changing priority at intersections to favour the quiet streets but then discourage through traffic by closing them to cars mid block (either both directions or just one) or introducing traffic signals that only give a few seconds of green (enough to get all the bikes through, but only a few cars)

**WHAT ELSE WOULD YOU LIKE US TO CONSIDER WHEN PLANNING CYCLEWAYS?**

Consider a few end to end trips (pick a house and think how they'd get to the Library) and then ask if the route meets the required standard of safety the whole way. The type of infrastructure can be compromised at pinch points, but not the level of safety, or else the option of biking is taken away.

**DO YOU HAVE ANY GENERAL COMMENTS?**

I just want my kids to be able to ride to rugby and swimming safely

**WHEN DEVELOPING CYCLEWAYS IN WELLINGTON, WHICH IS MORE IMPORTANT?**

Connecting different points within the suburbs

**HOW IMPORTANT ARE EACH OF THE FOLLOWING WHEN PLANNING CYCLEWAYS?**

Encouraging more people to walk and bike: **very important**

Providing public car parking: **important**

Planting street trees and vegetation: **fairly important**

Minimising costs: **important**

**IF YOU RIDE A BICYCLE, DO YOU MOST OFTEN:**

Ride to work or school

<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL PRESENTATION:</b>
Hilleke Townsend	Lyall Bay	Individual	Yes

**ARE THESE THE RIGHT CORRIDORS FOR THE EASTERN AREA?**

Yes

**HAVE WE GOT THE PRIORITIES RIGHT?**

No

The Newtown to Kilbirnie route could potentially be a city fringe route, and the only one which could be done on time and under budget.

**KILBIRNIE TO MIRAMAR**

Cobham option: ☆☆☆

Hobart option: ☆☆☆

**Other option:**

I think both options should be looked at, but the Cobham Drive one needs a bridge or tunnel and the Hobart option could use quieter streets than Hobart

**Comments:**

**KILBIRNIE TO SEATOUN**

Broadway option: ☆☆☆

Strathavon option: ☆

**Other option:**

Is it possible to build a path that goes behind the houses south of Broadway?

**Comments:**

**WHAT ELSE WOULD YOU LIKE US TO CONSIDER WHEN PLANNING CYCLEWAYS?**

Connected, convenient routes that feel safe and enhance the suburban environment. Pedestrian safety and encouraging more people to use the streets to make areas safer in general

**DO YOU HAVE ANY GENERAL COMMENTS?**

**WHEN DEVELOPING CYCLEWAYS IN WELLINGTON, WHICH IS MORE IMPORTANT?**

Connecting suburbs to the city centre

**HOW IMPORTANT ARE EACH OF THE FOLLOWING WHEN PLANNING CYCLEWAYS?**

Encouraging more people to walk and bike: **fairly important**

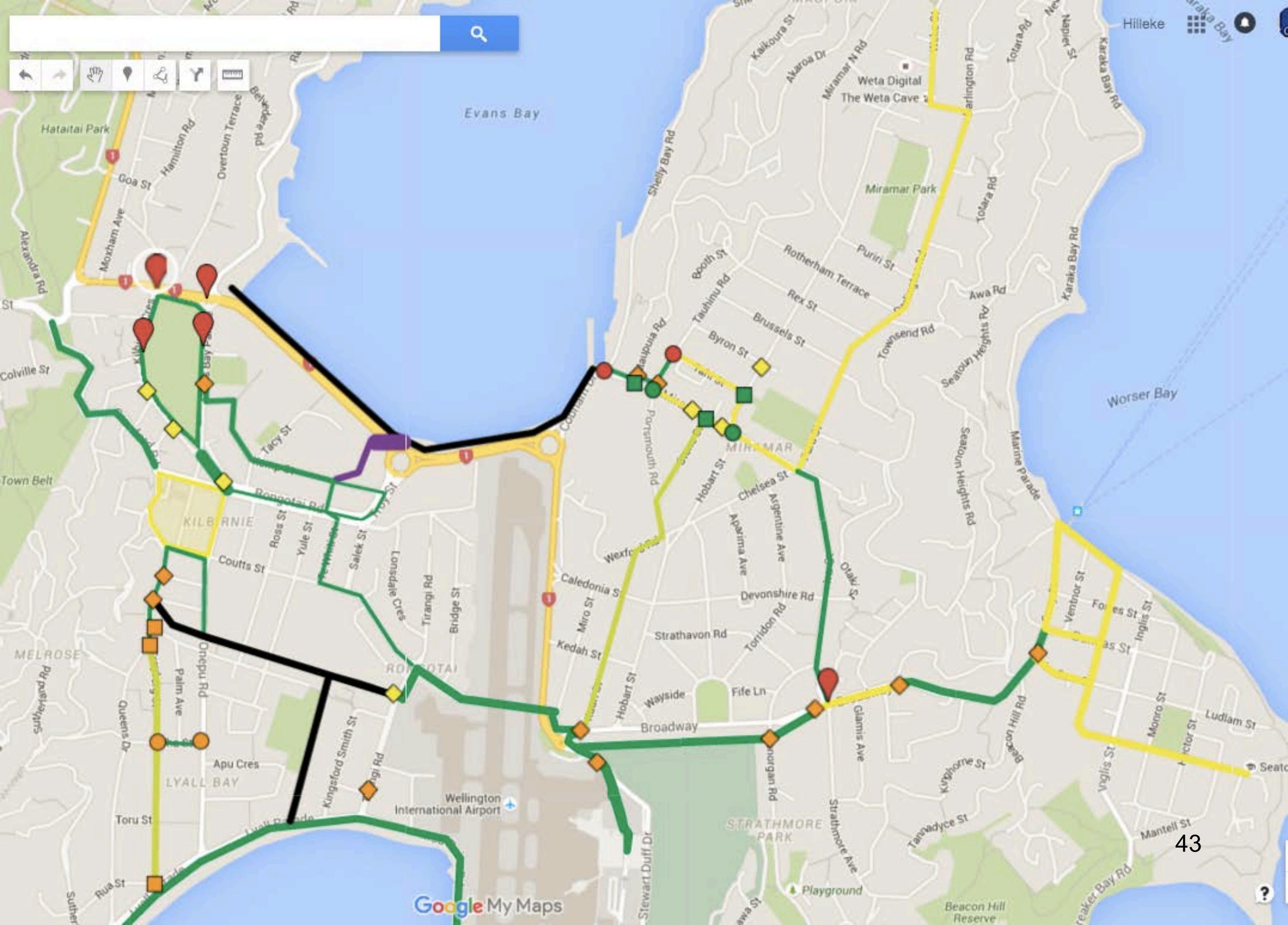
Providing public car parking: **important**

Planting street trees and vegetation: **fairly important**

Minimising costs: **slightly important**

**IF YOU RIDE A BICYCLE, DO YOU MOST OFTEN:**

Other: ride to daycare and on errands/to get places



Evans Bay

Hilleke

Karakara Bay

Weta Digital  
The Weta Cave

Miramar Park

Worser Bay

MIRIMAR

KILBARNIE

ROMAŪTAI

MELROSE

LYALL BAY

STRATHMORE PARK

Google My Maps

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<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL PRESENTATION:</b>
James Barber	Newtown	Individual	Yes

**ARE THESE THE RIGHT CORRIDORS FOR THE EASTERN AREA?**

**Yes**

The biggest mistake with the current proposed routes is that the main cycle route from the Mount Victoria tunnel to Kilbirnie or the Peninsula is actually down Moxham Ave and Kupe st, not Ruahine st. It seems that the Ruahine st plan for a cycle lane has been made by someone who does not use a bicycle. If you've just cycled through the Mount Vic tunnel you do not want to go up Mount Vic and then down it again which the Ruahine st plan does. It's really important that cycle lanes provide for more than just a recreational cyclist. This means that cycle lanes need to be through suburbs and townships. It's also really good that the plans factor in the key cycle routes from the Mount Victoria tunnel and Newtown.

**HAVE WE GOT THE PRIORITIES RIGHT?**

**Yes**

However, Hataitai also needs to be part of this plan. Currently it is neglected.

**KILBIRNIE TO MIRAMAR**

Cobham option: ☆☆☆

Hobart option: ☆☆☆☆☆

**Other option:**

Why not include both? They would both be used but in different weather and under different circumstances.

**Comments:**

These routes need to be protected from traffic in a similar way to the Island bay cycle lane and the Victoria st cycle lane. This will be the only way to ensure people feel safe on a bicycle.

**KILBIRNIE TO SEATOUN**

Broadway option: ☆☆☆☆☆

Strathavon option: ☆☆☆

**Other option:**

Both should be done as it would not require much more work than doing one.

**Comments:**

These routes need to be protected from traffic in a meaningful way. This is the only way to allow people to feel safe on bicycles.

**WHAT ELSE WOULD YOU LIKE US TO CONSIDER WHEN PLANNING CYCLEWAYS?**

Car doors are very dangerous. The only safe (ish) cycle lanes are separated from the traffic or protected from the traffic.

**DO YOU HAVE ANY GENERAL COMMENTS?**

I have been doored (hit by an opening car door) several times. It is vital that this is dealt with. If a cyclist is between parked cars and moving cars on a busy road being doored can be an issue of life and death. Of course putting your life in your hands every time you get on a bicycle in Wellington streets will only keep people from cycling.

**WHEN DEVELOPING CYCLEWAYS IN WELLINGTON, WHICH IS MORE IMPORTANT?**

Connecting suburbs to the city centre

**HOW IMPORTANT ARE EACH OF THE FOLLOWING WHEN PLANNING CYCLEWAYS?**

Encouraging more people to walk and bike: **very important**

Providing public car parking: **slightly important**

Planting street trees and vegetation: **very important**

Minimising costs: **slightly important**

**IF YOU RIDE A BICYCLE, DO YOU MOST OFTEN:**

Ride to work or school

<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL PRESENTATION:</b>
Ian Kirkman	Seatoun	Individual	Yes

**ARE THESE THE RIGHT CORRIDORS FOR THE EASTERN AREA?**

**No**

The working group wrongly identified the starting point as Kilbirnie when it should start at the Cobham Drive/Evans Bay Parade intersection. This is the prime connection point linking the Miramar peninsula, Kilbirnie/Lyall Bay and Rongotai with either of the Central fringe options the Bays or Mt Victoria tunnel.

**HAVE WE GOT THE PRIORITIES RIGHT?**

**No**

The Council should be identifying the existing routes used by commuting and recreational cyclists and focusing on improving those routes. In the Eastern Suburbs from personal use and observation these are Cobham Drive, Evans Bay Parade/Onepu Road and Lyall Parade.

**KILBIRNIE TO MIRAMAR**

Cobham option: ☆  
Hobart option: ☆

**Other option:**

The route should be along Cobham Drive starting at Evans Bay Parade intersection and go to Miramar Cutting . Improve the Cobham Drive cycling facilities first.

Many cyclists use the existing shared path when heading towards Evans Bay Parade. This cause conflict with pedestrians. There is sufficient space to install a sealed footpath for pedestrians separate from the existing path on the north side (seaward side) of Cobham Drive.

When heading towards Miramar many cyclists ride on road on the SH1 shoulder. There is sufficient road space apart from the Troy St and Calabar Rd roundabouts where widening of the shoulder by changing lane marking needs to happen. The west heading shoulder also needs to be widened similarly at/before Troy St. The cyclist option at Evans Bay Parade can be easily copied at both roundabouts.

**Comments:**

**KILBIRNIE TO SEATOUN**

Broadway option:  
Strathavon option:

**Other option:**

For many cyclists from/to Seatoun when commuting they will ride through Miramar via Ira St and Miramar Ave. Broadway and the Airport tunnel are a slower option. The Strathavon option for Miramar south will not work as it is not a direct route. On Broadway from Strathmore make the footpath a shared path to Seatoun tunnel for young/non-confident cyclists.

**Comments:**

There is no requirement for a route to connect Kilbirnie to Seatoun. Broadway can

**WHEN DEVELOPING CYCLEWAYS IN WELLINGTON, WHICH IS MORE IMPORTANT?**

Connecting suburbs to the city centre

**HOW IMPORTANT ARE EACH OF THE FOLLOWING WHEN PLANNING CYCLEWAYS?**

Encouraging more people to walk and bike: **fairly important**

Providing public car parking: **not important**

Planting street trees and vegetation: **not important**

Minimising costs: **very important**

**IF YOU RIDE A BICYCLE, DO YOU MOST OFTEN:**

Ride for fitness/fun

<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL PRESENTATION:</b>
Anonymous	Miramar	Individual	Yes

**ARE THESE THE RIGHT CORRIDORS FOR THE EASTERN AREA?**

**No**

The report supporting why the council wants to build a cycleway relates to Wellington South not the Eastern Suburbs. The data presented is not relevant.

The scope of the eastern suburbs has not been defined. Without definition knowing all possible route alternatives can not be identified. A number of the routes cross outside the Eastern Ward for example. Therefore is the plan to make cycling safer and easier in eastern suburbs or to the eastern suburbs?

The cycling opportunity has not been sufficiently identified or expressed. It the opportunity to encourage bike-based transit or bike-based recreation? These have different possibilities.

The term corridors has a number of specific definition in transport planning. The minimum width for the travelled way, (Road Manager View), the total reserve width, (The district engineer view), the swathe of land abutting the transport link and embracing those properties affected by, and in the 'footprint' of, the transport facility and the associated property accesses (The planner view).

An even wider strategic and economic concept including consideration of the 'corridor of development' associated with economic activities resulting from major development alongside such a corridor. These are all relevant and need consideration.

**HAVE WE GOT THE PRIORITIES RIGHT?**

**No**

1.The priorities have not been specifically stated. Are they

- a. Cost
- b. Number of people cycling in the area
- c. Number of crashes reported to the police involving people on bikes
- d. Demand for cycling including commuting, biking to school, and recreational biking

2. What are their relative weightings?

3. What was data that relates specifically to the Eastern Suburbs used for these priorities?

4. How does the data relate to the routes as some would be more beneficial than others.

Without this information no one can judge if the list of routes are in the right order or if the priorities are correct if they have not been declared.

<b>KILBIRNIE TO MIRAMAR</b>	<b>KILBIRNIE TO SEATOUN</b>
Cobham option: ☆☆☆ Hobart option: ☆  <b>Other option:</b> Kilbirnie along Evans Bay Parade past Evans Bay Park and Kilbirnie Park to Cobham drive, Cobham drive along Evans Bay Side all the way to Miramar Ave.	Broadway option: ☆☆☆ Strathavon option: ☆☆☆☆  <b>Other option:</b>
<b>Comments:</b>	<b>Comments:</b>

Cobham drive along Evans Bay side has better separation for cyclists from Cars. It is safer. Hobart Street is too congested already with regular parking including at Miramar end with regular church activities services, weddings and funerals. Events held in the community hall. Regular bridge club nights 3 days a week and regular tournaments, file crew parking, regular commuter parking, buses travelling down the road, resident parking, access to properties. Further down there is airport parking, rental car parking.

There will not be enough space to separate cyclists from the road and keep them separate from pedestrians as per the Petit, T and Dodge N, Cycling Demand Analysis Report.

I know of no cycle-related or other accidents in Hobart Street in the last 12 years. Putting an cycle lane in Hobart Street will make it more dangerous not safer.

**WHAT ELSE WOULD YOU LIKE US TO CONSIDER WHEN PLANNING CYCLEWAYS?**

**DO YOU HAVE ANY GENERAL COMMENTS?**

The Approach for this work is not clear.  
What is the Approach?  
What stage are we in?

**WHEN DEVELOPING CYCLEWAYS IN WELLINGTON, WHICH IS MORE IMPORTANT?**

Connecting suburbs to the city centre

**HOW IMPORTANT ARE EACH OF THE FOLLOWING WHEN PLANNING CYCLEWAYS?**

Encouraging more people to walk and bike: **important**

Providing public car parking: **fairly important**

Planting street trees and vegetation: **fairly important**

Minimising costs: **slightly important**

**IF YOU RIDE A BICYCLE, DO YOU MOST OFTEN:**

Ride for fitness/fun

<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL PRESENTATION:</b>
Charlotte Brook		Individual	Yes

**ARE THESE THE RIGHT CORRIDORS FOR THE EASTERN AREA?**

**HAVE WE GOT THE PRIORITIES RIGHT?**

KILBIRNIE TO MIRAMAR	KILBIRNIE TO SEATOUN
Cobham option: Hobart option:	Broadway option: Strathavon option:
<b>Other option:</b>	<b>Other option:</b>
<b>Comments:</b>	<b>Comments:</b>

**WHAT ELSE WOULD YOU LIKE US TO CONSIDER WHEN PLANNING CYCLEWAYS?**

**DO YOU HAVE ANY GENERAL COMMENTS?**

Hi there

Please find attached a written submission on the proposed cycleway.

I would like to make an oral submission – please contact me with details of the date and time for oral submissions. My phone number is 021 052 9525.

I would be grateful if you would acknowledge receipt of this email.

Kind regards  
Charlotte Brook

**WHEN DEVELOPING CYCLEWAYS IN WELLINGTON, WHICH IS MORE IMPORTANT?**

**HOW IMPORTANT ARE EACH OF THE FOLLOWING WHEN PLANNING CYCLEWAYS?**

Encouraging more people to walk and bike:

Providing public car parking:

Planting street trees and vegetation:

Minimising costs:

**IF YOU RIDE A BICYCLE, DO YOU MOST OFTEN:**

## **SUBMISSION: EASTERN SUBURBS CYCLEWAY**

### **Introduction**

Thank you for the opportunity to comment on the cycleway options proposed for the Eastern Suburbs. We are just some of the Miramar residents who would be affected by the proposed routes.

In general, we are naturally supportive of any initiative which will make cycling safer in our community. However, it is necessary to ensure that such initiatives are planned carefully and do not have unintended adverse consequences.

We think the paramount consideration in selecting any cycleway option must be safety, not only for cyclists, but for pedestrians and motorists as well. Secondary, but important, considerations are the impact on residents, impact on the environment and of course the cost to ratepayers.

Finally, we think it is critical that the selected option has the support of residents. We have seen what has happened in Island Bay and we have no desire for that to happen in our community. We ask that the council listen to residents and take our views into account – we are the people who will be living with the consequences of any decisions.

We appreciate this project is in its infancy. At this stage we would like to provide some preliminary comments on the proposed corridors and routes

### **Do we need a cycleway?**

As a preliminary observation, we wonder whether the targeting of one specific corridor or route is indeed the best strategy for the Eastern Suburbs. The videos the council helpfully produced to demonstrate each of the routes serve to illustrate that, in general, it is already possible to cycle safely along most of the proposed routes.

What is really needed is targeted improvements at critical points – a safe crossing for cyclists and pedestrians on Cobham Drive is an obvious example but there are others such as improving lighting and access to the tunnel under the airport runway.

We do not have a particular view about this but we just make the point that the available funding might be more effectively deployed across a range of corridors/routes rather than creating a dedicated cycleway on a single route.

### **Which corridor – Kilbirnie to Miramar or Kilbirnie to Seatoun?**

To an extent the answer to this question depends on the route that is chosen for each corridor. We think the best option for Kilbirnie-Miramar is along Cobham Drive (for the reasons set out below). One advantage of this option is that it is easily extended to the city (either round the bays or through Mt Victoria tunnel), Shelly Bay, Miramar North or Seatoun (via Miramar Ave and Ira St). It would therefore make sense to start with this central route first.

On the other hand, if Cobham Drive is not to be progressed as an option, we think the next best option is Kilbirnie to Seatoun via Broadway and Dundas Street. This is the quickest and most direct route between those two suburbs. Realistically it is the route that is currently used so it would make sense to upgrade it and make it safer.

We provide full comments on each corridor, and the proposed routes, below.

## **Kilbirnie to Miramar: Cobham Drive or Hobart Street?**

### *Cobham Drive*

In our view Cobham Drive is the obvious choice here. It is already the most commonly used route for cyclists as it is the most direct and it has a shared pathway for cyclists and pedestrians, which makes it safer for cyclists than other routes which involve sharing the road with motor vehicles. Another major advantage is that there are no houses or other buildings along the route, so there are no driveways to contend with, and no intersections between the roundabouts. In general cyclists must travel more slowly where there are driveway and intersections, so that they can take evasive action if necessary.

For these reasons we think this route should travel the entire length of Cobham Drive, instead of diverting along Rongotai Road. Terminating at Evans Bay Parade provides options for continuing to the city (either round the bays or through Mt Victoria tunnel), Kilbirnie/Lyall Bay (along Onepu Road) and Hataitai/Roseneath (via Hamilton Road and Moxham Ave).

Simply put, Cobham Drive is the safest, quickest, most flexible and most direct route between Kilbirnie and the Peninsula. We should take full advantage of that.

### *Hobart Street*

We struggle to understand why the Council would suggest this route as an option. Hobart Street is almost entirely residential with driveways on both sides of the road for its entire length.

Parking is a major issue for residents of Hobart Street and surrounding streets, due to the practice of airport users who leave their cars parked on our streets when they travel from Wellington Airport. It is not uncommon for cars to be abandoned on our streets for weeks at a time, particularly over busy periods like school holidays. This is already immensely frustrating for residents. Any cycleway option that exacerbates this problem by removing car parks would be of serious concern to us.

As set out above, Cobham Drive is already widely used by cyclists and we do not believe that will change even if a dedicated cycleway is created along Hobart Street. The reality is that cyclists, like any road users, will always prefer the most direct route to their destination. We suspect that a dedicated cycleway on Hobart Street would not be well-used – it would create further problems, particularly with respect to parking, without addressing the issues it is intended to solve. On any view that is an undesirable use of public money.

## **Kilbirnie to Seatoun: Broadway or Strathavon?**

### *Broadway*

Realistically, Broadway is the route that cyclists currently use. It is not an ideal route – it is heavily residential with a lot of driveways on both sides, and quite a few intersections. But it is unavoidable due to there being only one tunnel through to Seatoun.

As the most direct route it is therefore the one that cyclists prefer. But it needs work to make it safer – while it is quite a wide road there is not a great deal of room for cyclists between the parked cars on the side of the road and traffic. The tunnel between Miramar and Seatoun is a particular “pinch point” – if cyclists choose to travel on the road (as opposed to the pedestrian path on the side) there is no room for vehicles to pass which can create quite a traffic jam at peak times.

If this corridor is to be progressed we think this is the best option, but there will need to be significant engagement with the community to determine exactly how best to make this route suitable for all road users as well as residents.

*Strathavon*

As with the Hobart option for the Kilbirnie-Miramar corridor, we struggle to understand why anyone would propose this route as an option. It is not attractive to cyclists – it is not direct, it is not straight and as it is wholly residential with lots of driveways cyclists must travel slowly to avoid accident or injury. It is not attractive to residents either, for the same reasons.

For these reasons we do not believe cyclists would use this route even if a dedicated cycleway were created. They will likely continue to use the more direct route along Broadway. A dedicated cycleway here would therefore be a poor investment.

### **Community engagement**

We are bound to observe that community engagement for this project has not started well – even those of us living on the streets most significantly affected by these proposals had literally no contact or information from the council. We only found out about this project through the media. That does not inspire confidence in the council's willingness to engage with, and listen to, the residents who will be affected by this project.

We trust the council will improve the level of engagement with the community as the project continues and we look forward to working with you.

Thank you once again for considering this submission.

Yours sincerely,

Miramar Residents (see attached for details)



<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL PRESENTATION:</b>
allan probert	Wilton	Enterprise Miramar Peninsula	Yes

**ARE THESE THE RIGHT CORRIDORS FOR THE EASTERN AREA?**  
 Yes

**HAVE WE GOT THE PRIORITIES RIGHT?**  
 No  
 given the budgets; better to concentrate on choke points initially

KILBIRNIE TO MIRAMAR	KILBIRNIE TO SEATOUN
Cobham option: ☆☆☆☆☆	Broadway option: ☆
Hobart option: ☆	Strathavon option: ☆
<b>Other option:</b>	<b>Other option:</b>
<b>Comments:</b>	<b>Comments:</b> safety of the underpass at the airport-access ? also loss of any carparks are a concern?

**WHAT ELSE WOULD YOU LIKE US TO CONSIDER WHEN PLANNING CYCLEWAYS?**

**DO YOU HAVE ANY GENERAL COMMENTS?**

**WHEN DEVELOPING CYCLEWAYS IN WELLINGTON, WHICH IS MORE IMPORTANT?**

Connecting suburbs to the city centre

**HOW IMPORTANT ARE EACH OF THE FOLLOWING WHEN PLANNING CYCLEWAYS?**

Encouraging more people to walk and bike: **very important**

Providing public car parking: **fairly important**

Planting street trees and vegetation: **important**

Minimising costs: **not important**

**IF YOU RIDE A BICYCLE, DO YOU MOST OFTEN:**

Ride for fitness/fun

# Eastern Suburbs May 2016 – Submission

383

<b>NAME:</b> Hilleke Townsend	<b>SUBURB:</b> Wellington Central	<b>ON BEHALF OF:</b> Frocks on Bikes	<b>ORAL PRESENTATION:</b> Yes
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## ARE THESE THE RIGHT CORRIDORS FOR THE EASTERN AREA?

Yes

## HAVE WE GOT THE PRIORITIES RIGHT?

Don't know

### KILBIRNIE TO MIRAMAR

Cobham option: ☆☆☆

Hobart option: ☆☆☆

**Other option:**

**Comments:**

### KILBIRNIE TO SEATOUN

Broadway option: ☆☆☆

Strathavon option: ☆

**Other option:**

**Comments:**

## WHAT ELSE WOULD YOU LIKE US TO CONSIDER WHEN PLANNING CYCLEWAYS?

## DO YOU HAVE ANY GENERAL COMMENTS?

**WHEN DEVELOPING CYCLEWAYS IN WELLINGTON, WHICH IS MORE IMPORTANT?**

Connecting different points within the suburbs

**HOW IMPORTANT ARE EACH OF THE FOLLOWING WHEN PLANNING CYCLEWAYS?**

Encouraging more people to walk and bike: **very important**

Providing public car parking: **important**

Planting street trees and vegetation: **important**

Minimising costs: **important**

**IF YOU RIDE A BICYCLE, DO YOU MOST OFTEN:**

## Eastern Suburbs May 2016 – Submission

385

<b>NAME:</b> eleanor meechem	<b>SUBURB:</b>	<b>ON BEHALF OF:</b> Cycle Aware Wellington	<b>ORAL PRESENTATION:</b> Yes
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**ARE THESE THE RIGHT CORRIDORS FOR THE EASTERN AREA?**

**HAVE WE GOT THE PRIORITIES RIGHT?**

<b>KILBIRNIE TO MIRAMAR</b>	<b>KILBIRNIE TO SEATOUN</b>
Cobham option: Hobart option:  <b>Other option:</b>	Broadway option: Strathavon option:  <b>Other option:</b>
<b>Comments:</b>	<b>Comments:</b>

**WHAT ELSE WOULD YOU LIKE US TO CONSIDER WHEN PLANNING CYCLEWAYS?**

**DO YOU HAVE ANY GENERAL COMMENTS?**

**WHEN DEVELOPING CYCLEWAYS IN WELLINGTON, WHICH IS MORE IMPORTANT?**

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**HOW IMPORTANT ARE EACH OF THE FOLLOWING WHEN PLANNING CYCLEWAYS?**

Encouraging more people to walk and bike:

Providing public car parking:

Planting street trees and vegetation:

Minimising costs:

**IF YOU RIDE A BICYCLE, DO YOU MOST OFTEN:**

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# 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

## Eastern Suburbs Cycleways – Cycle Aware Wellington submission

We would like to make an oral submission. Please contact [eleanor.meecham@gmail.com](mailto:eleanor.meecham@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 1,500 members and supporters.

## Key points of our submission

- **A link to Newtown is sorely missing**
- **Minor improvements can make a big difference**
- **We'd rather see something new than an upgrade of what's already working okay**
- **Please do not create more shared paths**
- **Fix obvious gaps in existing infrastructure, no matter what**
- **A safe way to cross Cobham Drive should not swallow the whole budget**
- **Slow zones and quiet streets could make cycling safer without affecting parking**
- **Improving intersections can make things feel safer**
- **Use space creatively rather than using the same approach everywhere**
- **We recommend doing some trials to see what works**

Well done on a great process for investigating options for safer cycling in the Eastern Suburbs. We're pleased that you've involved the community from the start, and got local business owners on board. We hope this approach will make implementing the project relatively easy when it comes to the construction stage.

Your process has revealed that there are many possible options for making cycling safer in the Eastern Suburbs, but no obvious winner. This project addresses a very wide area, and clearly cannot transform it all at once. Consequently, it's hard for us to advocate strongly for one corridor

or route over another. Instead, we've collected our most pressing thoughts and ideas about the project in general.

## A link to Newtown is sorely missing

We understand that your process for deciding on possible routes eliminated the route to the CBD via the bays (too expensive) and the route to Newtown (too hilly). But we feel that creating meaningful links between other parts of the future network is an essential first step. Encouraging local trips (including school travel) is really important, but across-town links are essential to encourage work commuting and help reduce car congestion at peak times. Creating safe cycling in the Eastern Suburbs with no safe link to the rest of the future network seems shortsighted.

There's already a sort-of cycle route around the bays to the CBD (by no means perfect, but something that can be upgraded in time), but no safe link between the Eastern Suburbs and Newtown. At the initial reference group meetings, the desired destinations included Newtown, the hospital, and the schools around the Basin Reserve.

We therefore feel that this project must create this link to Newtown — we recommend via Crawford Road, Coromandel Street, and Wilson Street. Crawford Road is not as steep as Grafton Gully in Auckland, which has seen a big uptake by cyclists.

## Minor improvements can make a big difference

Something visible and iconic that we can be proud of (for example Auckland's pink path or Wellington's Great Harbour Way) would be great, but minor improvements are also really important. For example, on the Hataitai side of the Mount Victoria Tunnel, a tiny little bump to slow car traffic makes it feel a lot safer for cyclists.

A huge amount of small tweaks, as part of ordinary works, can cumulatively and cheaply make cycling safer. Yes, we want our cake and to eat it too. We're burning enough calories, after all — we're biking!

## We'd rather see something new than an upgrade of what's already working okay

For example, as part of the Cobham option, you suggest widening the existing Cobham Drive shared path or creating a two-way cycleway and a footpath. We support this in theory (and expect it to be essential in future once many more people are cycling). However, at this stage we'd prefer to see you spend the money on changes elsewhere to make cycling safer across a much wider area.

## Please do not create more shared paths

We're dismayed to see you suggest the possibility of more shared paths. While these can work in places, especially where the number of walkers or bikers (or both) is very low, in general they are not a good solution for either party.

In a few places (for example, along Cobham Drive, which has relatively few walkers) shared paths might be acceptable in the short term. But please do not start building more, unless you can very clearly and effectively separate the two types of user. People walking and people biking need to be

separated. Just look at Wellington Waterfront to see the conflict that occurs when walkers and bikers are forced to share limited space.

## Fix obvious gaps in existing infrastructure, no matter what

Some great biking and walking infrastructure already exists in the Eastern Suburbs, such as the Leonie Gill Pathway and the tunnel under the airport. No matter what route you decide to develop for this project, it makes sense to also fix the missing links between these pieces of infrastructure.

## A safe way to cross Cobham Drive should not swallow the whole budget

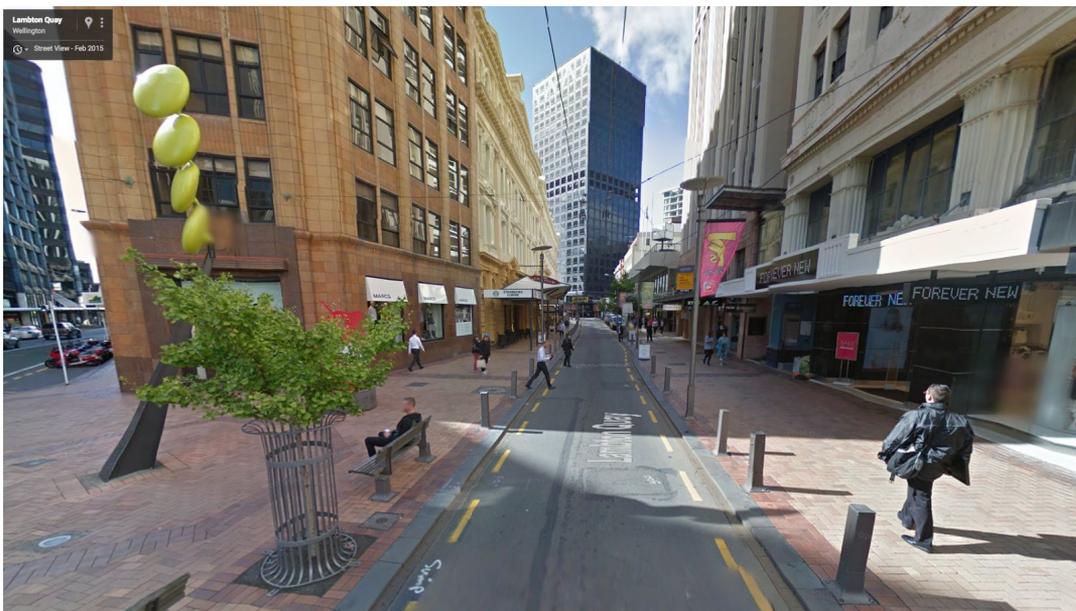
We agree that a bridge or tunnel to cross Cobham Drive is needed to link Miramar to Kilbirnie more directly. But please don't let this swallow the whole budget. This alone will not create the desired uptake in cycling. Cobham Drive is managed by NZTA, so perhaps NZTA could pay for the bridge or tunnel across it.

## Slow zones and quiet streets could make cycling safer without affecting parking

Arterial routes with heavy traffic need separation between cycling, driving, and walking. But on more minor roads, other treatments can create a similar sensation of safety without affecting parking.

### **Slow zones (30km or less)**

Put slow zones where they make sense. Outside schools and shops. At destinations, like Kilbirnie Park, playgrounds, Lyall Bay Beach. Make them organic and effective. Make them desirable places for people to be. Add plants, seating, and artworks. Have 'gated' entrances which signal 'this bit of road is different'. Look to Lambton Quay, Allen, Blair, and Lower Cuba Streets for places where you've done this well already.



*An effective slow zone on Lambton Quay. Pedestrians feel safe here, even with a high volume of buses.*

## Quiet streets

Creating a ‘quiet street’ means allowing access from either end by all traffic, but only allowing through-traffic for people walking and biking. Residents can still easily access and park their cars outside their houses, but the street is no longer used as a thoroughfare to other places, thereby reducing overall traffic.



Through traffic for walkers and bikers only at [Puriri St, Lower Hutt](#).

In the Eastern Suburbs, this treatment could work really well on streets like:

- Hobart or Chelsea
- Miro and Kauri
- Strathavon
- Te Whiti, Yule, and Ross
- Freyberg, Endeavour, and Cockburn
- Ludlam and Burnham.

## Improving intersections can make things feel safer

### Make roundabouts safer

Roundabouts are awful for people on bikes, since motor vehicles are not encouraged to slow down. While experienced cyclists can ‘take the lane’ through a roundabout, this is daunting for the ‘interested but concerned’ cyclists that the cycleways project hopes to attract.

Let’s make roundabouts safer. This could be a gradual transition — every time work needs doing, you redesign the roundabout to lower speeds. Evidence shows that when you increase the angles at roundabouts, you lower speeds and make them safer. Make it a mission to redesign all Wellington roundabouts to the ‘European’ style.

## Make priority clear

Side streets should be used only by people who need to use them, rather than through-routes. Make it less desirable to take ‘shortcuts’ through them by installing ramps on the entrance of side streets. This slows down turning traffic, adds height to give better visibility, and changes the feel of the street into quiet neighbourhood streets / cul-de-sacs where pedestrians and cyclists have priority over motorists. Good (but old) examples of where you’ve already done this are Cockburn and Cruickshank Streets. Even better is Vivaldistraat, Den Bosch, Holland.



*Caution and a slow speed are clearly needed when leaving [Vivaldistraat](#).*

## Add more pedestrian crossings

Pedestrian crossings increase safety for pedestrians, of course, but for cyclists as well. They slow traffic and make people driving more aware of having to look out for others. Pedestrian crossings should be moved away from intersections, for a start (for example, at Wha St and Childers Terrace).

## Use space creatively rather than using the same approach everywhere

There are many ways to design safe cycling routes. Build safer communities and the cycling will follow.

## Use ‘access’ roads parallel to arterial roads

In this scenario, the arterial road carries two-way motor traffic and buses. The ‘service’ road has parking, very slow motor traffic, and bike priority. Places where this might work are Rongotai Road and Kilbirnie Crescent. Examples where this is already working are Arthur Street (the service lane off Karo Drive), or Pettelaarseweg, Netherlands (see below).



A slow and safe access road beside [Pettelaarseweg](#).

### Use one-way streets

One-way streets reduce potential conflict between cars and bikes without affecting parking. You could trial a street with a cycle lane on either side but only one-way motor traffic.



[A proposed contra-flow bike lane](#) on one-way Glenwood Avenue in Edgewater, Chicago.

### Use green space where it exists

Potential for this exists along Kilbirnie Park and Miramar Golf Course/Scots College. And also along the coastal routes. But make them safe (busy/visible and well lit).

### Put in lights only where needed

Really only at the Miramar cutting (Shelley Bay Road/Miramar Ave intersection).

Where there are lights, make the lanes work better for cyclists. A perfect example of what not to do is the John Street lights (see below), where the left lane should be left turn only. Instead, cyclists are forced to play a guessing game with motorists who aren't sure if they should signal or not. Simplify things. One lane = one direction.



*Right turning traffic should use the right lane only at the John Street intersection.*

## We recommend doing some trials to see what works

New York trialled roading changes with great success. Try something new and see if it works. Promise to put it back if it doesn't. Don't spend huge amounts on it — use cones or water drums to temporarily change the road layout. Leave it for a month, or six, get feedback, then adapt and make some permanent changes.

## A final note about what Cycle Aware Wellington wants

Cycle Aware Wellington isn't fixated on kerbside bike lanes. We believe that each area and road needs to be carefully thought through, with a design that suits it without inconveniencing too many people. We'll sometimes (possibly often) advocate removing some parking to ensure cyclists' safety. But we also understand the need for compromise to reduce the impact of roading changes on other road users.

We're also not about 'bikes before all else'. We're about *transport choice*. An argument bound to come up is that some Eastern Suburbs roads are already reasonably safe, but that's not the point. The point is that they don't *feel* safe, so people choose not to bike. If more people choose to bike, it'll reduce congestion and have awesome health and environmental impacts, meaning benefits for everyone.

## Eastern Suburbs May 2016 – Submission

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<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL PRESENTATION:</b>
Jude Ball	Newtown	Wellington Branch of the Public Health Association	No

### ARE THESE THE RIGHT CORRIDORS FOR THE EASTERN AREA?

Don't know

### HAVE WE GOT THE PRIORITIES RIGHT?

Don't know

### KILBIRNIE TO MIRAMAR

Cobham option:  
Hobart option:

**Other option:**

**Comments:**

### KILBIRNIE TO SEATOUN

Broadway option:  
Strathavon option:

**Other option:**

**Comments:**

### WHAT ELSE WOULD YOU LIKE US TO CONSIDER WHEN PLANNING CYCLEWAYS?

### DO YOU HAVE ANY GENERAL COMMENTS?

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**WHEN DEVELOPING CYCLEWAYS IN WELLINGTON, WHICH IS MORE IMPORTANT?**

**HOW IMPORTANT ARE EACH OF THE FOLLOWING WHEN PLANNING CYCLEWAYS?**

Encouraging more people to walk and bike:

Providing public car parking:

Planting street trees and vegetation:

Minimising costs:

**IF YOU RIDE A BICYCLE, DO YOU MOST OFTEN:**



**Submission on behalf of the Wellington Branch of the Public Health Association**

**Wellington City Council Consultation on Eastern Suburbs Cycleways**

23 May 2016

Jude Ball  
Co-chair PHA Wellington Branch  
150 Coromandel Street  
Newtown  
Ph 021 544 207  
[Jude.ball@otago.ac.nz](mailto:Jude.ball@otago.ac.nz)

The Public Health Association (Wellington Branch) supports the proposed Eastern Suburbs cycleways, and Wellington City Council's broader efforts to promote cycling and walking. We do not have specific feedback on the various route options but offer the following overall comments:

**1. Building high quality cycling infrastructure will help WCC meet its obligations under the Health Act to improve, promote and protect public health.**

The Health Act 1956 (s23) states "the duty of every local authority is to improve, promote and protect public health within its district". Cycling promotes health in four key ways: it provides regular physical activity, reduces air pollution, reduces greenhouse gas emissions and increases social contact.<sup>1</sup> Research shows that even a modest shift in the proportion of trips taken by cycle rather than car in New Zealand would have a significant positive impact on population health.<sup>2</sup>

High quality cycling infrastructure is important for the safety of people who cycle, particularly children and others whose cycling skills and experience may be limited. But more significantly (from a public health perspective), well designed cycle ways that separate cyclists from motor vehicles address people's safety fears. As noted in WCC's consultation document, many Wellingtonians say they would cycle (and/or allow their children to cycle) if it were perceived to be safer. Thus, building high quality infrastructure will encourage more people to cycle more often (and more safely), thereby improving and protecting population health. Furthermore, cycling infrastructure that meets the needs of children and young people (e.g. providing connectivity to schools) will help WCC towards accreditation as a Child and Youth Friendly City.

**2. We encourage WCC to consult widely, and act boldly to implement its 2015 Cycling Framework and achieve the Council's long term strategic vision for a Smart Capital.**

We commend the consultative approach taken by Wellington City Council, and encourage Council to take into account the views of residents, people who currently cycle, and those who would cycle if they felt safe doing so - the 'interested but concerned'. We note that the voices of this latter group

are likely to be under-represented in the consultation process, which may be dominated by vocal minorities.

There has been heated debate about the Island Bay cycle way and Hutt Road, and there is likely to be similar controversy regarding Eastern Suburbs cycleways. These debates have been repeated around the globe.<sup>3</sup> According to Professor Alistair Woodward:

***"In essence, this is a debate about the best use of a limited common resource. In Wellington and in many other cities the status quo is being challenged".<sup>4</sup>***

Given the challenge to the status quo that the WCC Cycling Framework presents, resistance is to be expected. The Council must consider carefully all the evidence and feedback available, and make wise judgements based on what is best for the future of Wellington and *all* its inhabitants: a future that is sustainable, active and healthy. Please do not be deterred by a vocal minority that is afraid of change, or has a vested interest in the status quo.

### **Background to the Public Health Association**

The Public Health Association is a national association, which provides a forum for information, debate and action on public health issues in New Zealand. Public health action is "the organised efforts of society aimed at improving, promoting and protecting the health of the whole population". Members of the PHA work in the public, private and not for profit sectors and collectively have a high level of expertise on a range of issues that affect wellbeing. The Wellington Branch has over 70 members. Our association's vision is:

"Good health for all – health equity in Aotearoa"

"Hauora mo te katoa – oranga mo te Ao"

### **References**

1. Public Health Association (2015) Transport and health policy position. Wellington: Public Health Association. Available at <http://www.pha.org.nz/policies/PHA-Transport-and-health-position-2015.pdf>
2. Macmillan A, Connor J, Witten K, Kearns A, Rees D, & Woodward A. (2014). The societal costs and benefits of commuter bicycling: Simulating the effects of specific policies using system dynamics modelling. *Environmental Health Perspectives*, 122(4). Available at <http://ehp.niehs.nih.gov/1307250/>
3. Litman T. (2013) Whose Roads? Evaluating Bicyclists' and Pedestrians' Right to Use Public Roadways. Victoria, British Columbia. Victoria Transport Policy Institute. Available at <http://www.vtpi.org/whoserd.pdf>
4. Alistair Woodward (2016) The Island Bay Cycle Way – Terribly Important and Nothing New. <https://blogs.otago.ac.nz/pubhealthexpert/2016/03/07/the-island-bay-cycleway-terribly-important-and-nothing-new/>

<b>NAME:</b>	<b>SUBURB:</b>	<b>ON BEHALF OF:</b>	<b>ORAL PRESENTATION:</b>
James Carter	Miramar	Individual	Yes

**ARE THESE THE RIGHT CORRIDORS FOR THE EASTERN AREA?**  
 Yes

**HAVE WE GOT THE PRIORITIES RIGHT?**  
 No  
 The Kilbirnie to Seatoun corridor is more important than Kilbirnie to Miramar because Broadway isn't particularly safe, especially at night.

KILBIRNIE TO MIRAMAR	KILBIRNIE TO SEATOUN
Cobham option: ☆☆☆ Hobart option: ☆☆☆  <b>Other option:</b> The rest of Cobham Drive should be upgraded above Rongotai Road as it is much more heavily used by bikes. The pedestrian accessibility for Cobham Drive to Kilbirnie and the Sports Centre is shocking and should be prioritised.	Broadway option: ☆☆☆☆☆ Strathavon option: ☆  <b>Other option:</b>
<b>Comments:</b> I think the Kilbirnie to Seatoun is a higher priority.	<b>Comments:</b> The design philosophy chosen is to separate cars and bikes. I don't agree with this. Instead I think it is safer and more sensible to integrate cyclists into the main road but give everyone enough space. It is not safe to have a cycle lane between parked cars and a footpath as cyclists cant be seen and cyclists feel safer than they really are, e.g. Island Bay. It is better to have cycle lanes on the road side of parked cars and as part of this making sure road widths allow safe passing of cars past bikes without going over the median. Cyclists wont go on a route that takes them away from a more direct route. Therefore the Strathavon option isn't a goer. It would be good to exclude mopeds from the airport tunnel.

**WHAT ELSE WOULD YOU LIKE US TO CONSIDER WHEN PLANNING CYCLEWAYS?**  
 'Cycle Safety' not listed [in Question 12]! Safety for Road Users Safe integration with bus stops so bus passengers and cyclists don't conflict. Integration with bus lanes. Any bridges or tunnels should be shared.

**DO YOU HAVE ANY GENERAL COMMENTS?**

I think the best option for improving cycle safety on Broadway would be to remove the median strip including planting and make both lanes wider. At night when cycling home from work cars often pass me unsafely leaving very little room. I think its great that funding is going into improving cycling accessibility in Wellington.

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**WHEN DEVELOPING CYCLEWAYS IN WELLINGTON, WHICH IS MORE IMPORTANT?**

Connecting suburbs to the city centre

**HOW IMPORTANT ARE EACH OF THE FOLLOWING WHEN PLANNING CYCLEWAYS?**

Encouraging more people to walk and bike: **very important**

Providing public car parking: **not important**

Planting street trees and vegetation: **not important**

Minimising costs: **slightly important**

**IF YOU RIDE A BICYCLE, DO YOU MOST OFTEN:**

Ride to work or school