



---

# Island Bay cycleway submissions

Electronic Submissions

---

**Submitter details:**

Suburb = Wellington Central City = Wellington

Occasional visitor

Age group = 50-59

E 1

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

ResidentRegular visitor

Age group = 60 +

E 2

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Similar to Option c - get rid of the existing arrangement, increase size of pavement and put the one-way cycle lane on that. Alternatively leave it as is, although an extremely bad design, and do not throw good money after bad. Use the \$6m to give or subsidise or provide e-bikes to all Island Bay residents: that will do more to encourage cycling.

**Submitter details:**

Suburb = Vogelstown City = Wellington

Regular visitor

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I am happy to have a cycle way running anywhere in wellington - where ever possible and whenever it is safe. I welcome the island bay cycle way proposals and review. Alas the present lay out is a dogs breakfast - it is dangerous for drivers cyclists and pedestrians - hence the review. My advice is to go back to how it was in the beginning with wide open streets, minimal parking next to the gutter and cycle ways to the right of the parked cars going both ways, without weaving bobbing or mounting pavements. Just a simple street with gutters, parked cars (where safe to park them) metre wide green unbroken cycle lanes then car lanes - simple clean elegant.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I also like option E as offered by The Island Bay community

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association and Business Association

**Submitter details:**

Suburb = Other City = Auckland

Other

Age group = 30-39

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Separation is essential. Having the cycleway level with the footpath makes it easier for pedestrians crossing and people on bikes who want to stop and shop.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 18-29

E 7

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** My 1st choice is option C because it has a safe and large buffer zone between the parked cars and the cycleway, and doesn't eat into the pedestrian zone in the town centre. Option D is also good and is a vast improvement on what we have now, however I don't like that the retention of angled parking causes the pedestrian zone to get smaller in the town centre - a less wise footpath through the residential I don't think is an issue as a small median for the cars is more valuable here. Also the angled parking is more dangerous for cyclists and for moving vehicles. Arterial routes are for moving people around, whether that be on foot, by bike, on a bus or by car (priority of space/safety/convenience in that order), and parking should be mainly off-street or on side streets like on Medway st and by Empire cinema. With a built up buffer zone I don't think all parking will need to be marked, but rather having a dashed yellow line where you cannot park (near driveways) may be a more tidy option. I think an intermediate kerb for cyclists would be the safest option as this clearly outlines use, with the stormwater drains located on the road NOT in the cycleway - currently water and debris often pool here due to this. Separated cycling will be the most appealing for inexperienced/new cyclists and young children - this is the target market for increased uptake. Really like the raised platform at all side street intersections - this clearly shows priority of through traffic and will feel safer for pedestrians and cyclists. Raising cyclists in general will also feel safer as they will have increased visibility around parked cars. I live on the parade and don't mind reduced car parking to increase the quality of the public realm for all users - storage of private vehicles isn't a good use of the public asset which is the streetscape. Would prefer the bus stop to stay outside 304 The Parade, rather than gain a car park...

**Submitter details:**

Suburb = Other City = Porirua

Regular visitor

Age group = 18-29

E 8

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association Plan

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

- COMMENTS:**
1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.
  2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.
  3. Put unmarked car parking back against the kerb, no markings equate to more car parks.
  4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.
  5. In the shopping centre retain the current shared space and car parks.
  6. Look at reducing the speed limit along The Parade.
  7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
  8. Retain pedestrian crossings on The Parade.
- To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group =

E 11

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would prefer that the original layout be restored with the cycle lane next to parked cars. I do NOT support the removal of car parks in Island Bay, particularly in the village as these are essential for access to the shops and services (Post office facilities, pharmacy, GP etc) for families, the elderly, visitors and trade. A loss of these car parks would have a significant impact on the village and residents of Island Bay. I am a regular cyclist and feel that the majority of Island Bay residents should not be disadvantaged for the minority. The reduced speed limit has helped and I never felt unsafe cycling on the original layout. If safety is an issue why can't the cycle path be put on Derwent St or Clyde St were there is significant less traffic? Indeed I would rather cycle on this route as it is quieter and just as direct. The cycle way is not widely used (I think I have seen one cyclist on it in the past month). I would encourage the council to listen to the residents of Island Bay as the cycle way is not working and is unsafe. Please restore the original lay out.

**Submitter details:**

Suburb = Other City = Tauranga

ResidentRegular visitorOther

Age group = 18-29

E 12

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** They are the greenest options and safest

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 30-39

E 15

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd =

4th =

**COMMENTS:** Option C is the best because it is raised and further away from parked cars. So cars can't park on the cycle way or open their doors onto passing cyclists.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 18-29

E 16

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** The Island bay cycleway project was in my opinion a great success, and we should try to alter it as little as possible to save our money for more important cycle infrastructure problems.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** These options are nothing more than an attempt by Council to perservere with the cycleways options rather than return the street to its original condition. Return The Parade to what it was like before Council started playing with it - this should surely be a viable alternative to gauge the residents/ locals feelings.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 30-39

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return it back to the original way it was

**Submitter details:**

Suburb = Ngaio City = Wellington

Regular visitor

Age group = 30-39

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** For safety purposes and to encourage more people cycle paths should be separated from cars. once the cycle path is separate, the impact of parking (e.g. angle vs parallel) is irrelevant for safety purposes.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I object to any more parking spaces being removed, business has suffered enough, spend money on other cycle projects we just need to live with what we have got

**Submitter details:**

Suburb = Mornington City = Wellington

Regular visitor

Age group = 50-59

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Protected cycle lanes are international best practice. Let's make the roads safer for cycling.

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E residents association reccomendation

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitorOther

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Remove cycleway

Restore it back to the wsy it was The Parade so I can drive my trailer in a lane not middle of road grrr

**Submitter details:**

Suburb = Brooklyn City = Wellington

Occasional visitor

Age group = 18-29

E 27

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

COMMENTS:

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 60 +

E 29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to see the original layout restored, as the beauty of the original Parade was that it was wide, easy to negotiate, with plenty of room to park as well. In fact if it was to be made more effective, there should be more angle parks for parking. I have lived in Island Bay for 50 years, moving away some years ago, but return frequently and have noticed over the last year in particular, how difficult it is to find a carpark anywhere near the doctors surgery, library, or playcentre. I am a keen walker and use public transport when I can. I also think cycling is a great option for people if it is safe to do so. However it is not always practical or possible, and a car is needed. Island Bay is built on the hills around the deep valley with many people having to walk up steep roads, we need to be able to use our cars sometimes. I am appalled at the serious waste of money to build the cycleway and now to change it. I do not want any more carparks removed.

**Submitter details:**

Suburb = Aro Valley City = Wellington

Resident

Age group =

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** my preference is option e island bay residents association. return to original design.

the cycle was never an issue, the road was

safe and wide, with good parking available.

who on the council will put their hand up

and accept responsibility when a serious accident happens.

**Submitter details:**

Suburb = Miramar City = Wellington

Local business owner

Age group = 50-59

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I am getting me example/ideas from the Netherlands

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 34

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Option B. Better separation between cycles and vehicular traffic is required than what was provided by the original layout. But in light of the significant investment to date, local residents' reluctance to adopt radical change, and the time it takes for the local transport ecosystem to adapt to change (primarily, spacial awareness) - enhancing the current layout is by far the best solution. Improve markings on the road's surface, signage around major intersections, and campaign taking a rational approach to facilitating a better shared understanding, and responsibility for all users to follow rules, including cyclists at intersections.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 30-39

E 35

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** Personally I feel that separating cyclists from traffic is a safe option.

I feel that option E that is being pushed by a vocal group of residents should not be considered as it has been developed by a group with an agenda with no independent input or oversight and costings that have been misrepresented.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 37

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Residents Association Option E - I think this will fix the mistakes that have been made. I don't want to use the cycle lane because everyone hates it and I think people might open their car doors on me. Fast cyclists should not be on footpaths if they go as fast as cars they should be on the road. School children should be allowed to cycle on footpaths until they get older.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 38

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** There was nothing wrong with the original layout. What about all the other streets that don't have this nonsensical and impractical layout. Do what the Island Bay residents want . We have to live in the area.

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 60 +

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like the road to be returned to its original state, or if a cycle lane must be incorporated then there should be no space between the parked vehicles and the cycle lane.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I want a future focused plan, not reactive or based on historic views of what worked in ages past

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back to the way it was

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I'm largely OK with both option A with a MAJOR exception being the business zone parking which must largely be left as is with angle parking. ACC have identified Island Bay as a potential special housing zone and one of the characteristics talked of WCC is the village shopping area. We know already the power of roadway changes to materially harm businesses - indeed even from the developments so far where dairies have been commercially brutalised. We cannot repeat in our village. A material drop in the number of car parks WILL seriously hurt these businesses. In truth, it seems incredible that Council is incorporating this revised parking option at all as it seems diametrically at odds with their broader view of and residential aspiration for Island Bay. Finally, I very much like the idea of a dedicated marked cycle space... but roadside. Arguments for this are numerous but key for me is that many cycling users today are using powered bikes which move at traffic speed or close. Should I be able to ride my motorbike on the current cycleway? No is the answer. The cycle lane must be roadside... not kerbside. Option A from this Council process and Option E from the IB Resident's Association provide for this.

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor Occasional visitor

Age group = 40-49

E 44

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Wilton City = Wellington

Regular visitor

Age group = 40-49

E 46

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C is clear and open and slightly higher for visibility.

**Submitter details:**

Suburb = Wadestown City = Wellington

Regular visitor

Age group = 50-59

E 47

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 48

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** I think parking at the shops should still be angle parking. And further up the road in Berhampore there should be clear ways at day time with a tow away system for cars parked on the street. To help businesses and houses at pinch points the council should facilitate off road parking. This will enable the cycle way to extend into the city down Adelaide road.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 49

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** Anything but going backwards.

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 30-39

E 50

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** As per the island bay residents and businesses association plan

**Submitter details:**

Suburb = Kelburn City = Wellington

Regular visitor Occasional visitor

Age group = 18-29

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:****Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Of the options presented above I believe that option A is workable, as is option E as proposed by the Island Bay Residents Association & Business Association. Option E may be preferable to option A if the Association's costings can be verified.

Options B-C are not acceptable to me for the following reasons:

- The hazard caused by buses invading the opposing lane when exiting bus stops.
- Poor visibility when entering and exiting driveways.
- Conflicts between pedestrians and cyclists which, according to my daily observations, already cause a significant hazard around bus stops in the current design.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 54

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I think the current cycle way is a great improvement in itself. I use it frequently to commute and also with small children and feel way safer than before. In my mind it is a success and any additional changes should be enhancements rather than a regression.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 55

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C provides the best facilities and safety for cyclists but also provides advantages for all road users.

Option A, as stated, is not "best practice" and should be discarded. As for IBRA's "option E", if either of these options are contemplated, then complete removal of all cycling facilities would be preferable.

**Submitter details:**

Suburb = Aro Valley City = Wellington

Regular visitor

Age group = 60 +

E 56

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Option A takes us back to the past, doesn't adhere to NZTA guidelines, and won't attract new people to biking. Option D retains angle parking in the business area, which has no place on an arterial route, and reduces footpath space, e.g. for cafe tables. Option C is my preference \*provided\* there is a clear separation between footpath and cycleway, for example by differing levels. It's good that all options continue the cycleway through the business area and improve intersection and driveway safety. Removing some subsidised on street parking should not be a problem. The Parade has well above the standard 15% availability of parking; in the business area time controls should make it possible to achieve good availability of parking. In any case, research shows that cycleways encourage people to bike to their local business, rather than drive to a distant mall.

Let's get this done, and get on with the rest of the southern route to make Island Bay the start of a high quality city-wide sustainable transport network.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 57

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Representatives.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - as per Island Bay residents ass and local businesses put it back to the way it was - can leave in some of the crossings

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Should be put back to how it was. As an ex-national cycling champ I have used the cycleway in its previous form multiply times a day over many years and found it safe and easy to use for all users (cyclists, drivers and pedestrians). The new design is a joke. My family all ride bikes and I would not let any of them ride the cycleway as is. It has ruined Island bay. It hides cyclists from view and makes getting in and out of driveways and side streets dangerous for everyone. As someone that lives in Island Bay I have seen first hand many near misses and conflicts caused by the current design.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 40-49

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Cycles need to be entirely separated from motorised traffic, and motorised traffic needs to be safe to open their doors. Current layout is a confusing dangerous mess.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 62

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option C - One-Way Separated Kerbside Cycleway - Above Road Level

**COMMENTS:** Actually paint the lane green this time, so it is obviously a bike lane.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 63

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I will attach a document explaining my choices and further comments on the designs.

# Attachment to online submission 63

Submission on the the Island Bay Parade and cycleway

I would like to thank the Council for the opportunity to submit on the cycleway design enhancements. I would like to also complain about having to do all this again.

I see there is a glaring need for stronger leadership to temper the loud and dangerous feelings against the positive developments and opportunity this project presents.

Council need to do a better job of framing the discussion and consultations and make a clearer example of unacceptable behaviour displayed by some in the community.

As with the initial extensive consultation for the current configuration, recent tensions in Island Bay have made my life extremely stressful. I worry that without more intervention on behalf of council - **and especially the Mayor** - there will be more threatening behaviour like I have already been made aware of and experienced.

People on bikes are vulnerable enough as it is. We shouldn't also have to face unpredictable antagonism from local motorists who have been building up disturbing anti-cycling rage during this process. I personally hold Councillor Paul Eagle responsible for not bringing more civil and inclusive dialogue over the course of the Love the Bay sessions, and especially since the release of the current design options.

He has had every chance to change his anti-cycling stance to match the objectives of council and national priorities for an uplift in cycling modal share. Instead, he has continued to side with the Island Bay Residents Association and their myopic obsession to see the road return to an unwelcoming, unsafe car sewer.

Any further demands that may be forthcoming from IBRA on this matter, unless actually constructive, should be dismissed or ignored. Their views on this have been entertained beyond a reasonable level.

I expect Paul Eagle and **the Mayor** to make a strong public statement on the outcome of this consultation to ensure those who are still anti-cycling learn to accept the change our city wants to see and the Island Bay story can move on with a more people friendly, active-travel-inducing public realm. From my attending the Love the Bay workshops, these qualities were the key themes I saw emerging.

Regarding the design options -

I am very impressed with Options C and B. I feel like the enhancements captured by these will lift the quality of cycling experience by at least as much as the current kerbside lanes has compared to the old wide road. This is saying a lot as I regard the cycleway very highly already. I have not made any call for further work as I believe it is already good.

The **much improved intersections** will, I think be a major improvement. I believe I submitted the last time around, hoping to see the intersections improved in this way, but I think design standards from NZTA were an impediment then. It is extremely encouraging to see them treated with traffic calming measures to better protect vulnerable road users at these junctions.

I was suspect of the current lanes veering out closer to moving traffic. The new designs will no longer do this and keep cyclists more separated for longer.

The raised tables for calming turning vehicles and giving motorists a physical indicator signalling their crossing a cycling and pedestrian lane is the single greatest outcome of this reengagement, in my opinion. This aspect will be less effective if the lanes are returned to the roadside.

I love the idea of all the planters. Please just consider carefully that the plants are not too high to obscure the visibility of smaller people on bikes. There should be straightforward ways to keep vegetation to maximum heights.

The turning build outs at intersections are really good to see as well. These are adding to the traffic calming which is very encouraging.

The treatment of the cycleway being much straighter is fantastic also. This helps reinforce that the cycleway is not just a 'tack on', but a fully recognised travel lane and will help make it easier to ride on.

I am not concerned about bus stop changes. I would like to see happen whatever works best for public transport users. As you probably know by now, I only catch the bus occasionally as I ride my bike as much as possible.

I am pleased to see the cycle lanes extending through the shopping area. Filling this gap in the cycleway is another opportunity to reinforce the importance of providing good facilities for people on bikes and hope it will help lift uptake by more people not currently riding.

The continuation through the shops will remove the need to merge with traffic, which will be so vastly better at this complicated part of The Parade. I am very impressed this enhancement is being taken seriously and very happy to see it.

Having said that - I would be disappointed if the means to provide this was at the expense of pedestrian space in the shopping area. Option D, without removing the angled parking, steals most of this space from pedestrians and will, perversely, damage businesses there, as the space will remain cluttered with parked cars. The other real down side to Option D is

that locals will hold cyclists in even more contempt for reducing the pedestrian area at the shops - forgetting that we had the chance to take it from the insanely space hungry motorists.

I am very happy to see more parking removed along the length of The Parade to address perceived visibility concerns. Coupled with the Option C raised cycleway level, the visibility may be better - especially for motorists entering driveways. In my experience I never considered there to be any problem with motorists exiting driveways as the kerbside lanes actually improve visibility of cyclists.

I personally do not like the pedestrian refuge islands at crossings. These can have an opposite effect to traffic calming. I would recommend that pedestrian crossings are also raised as they should remain so at the shops.

Overall, Option C is my preferred design. The only design detail apart from those already mentioned would be to ensure there is an appropriate grade and surface separation from the footpath so as to best delineate the space and ensure it is not treated as a shared path. Having 'soft kerbs' for this separation will afford cyclists more ability to evade anything in the cycleway if absolutely necessary.

Option D is poor especially because of the median strip stealing space from the footpaths and keeping the angled parking.

Option A does not meet the objectives in any aspects of the design statements. Dismiss.

I shouldn't have to, but feel I should also **object in the strongest possible terms to any entertainment of the ridiculous and insulting proposal presented by the Island Bay Residents Association.**

Some requests please:

I would like the footpath parking at the north west end of the shopping area stopped.

I would like to see a much more robust and proactive strategy and action taken to better enforce bad and illegal parking along the full length of The Parade as soon as possible.

I would like to see the 30kph zone extended to north of the Avon Street intersection. I realise this would require separate consultation but would ask someone on the council consider pushing for this.

Also - I would like to remind councillors to consider how the chosen solution actually meets the objectives of all the relevant wider strategies such as the Cycling Master Plan, NZTA guidelines, National urban cycling strategies, council climate change strategies and any

other broader goals for improving the lives of Wellingtonians. Please do not sacrifice any of these with the shortsighted intention of placating otherwise unreasonable, selfish local voices.

I have also already written this letter to all council in regards this and would like to include it as part of my submission:

I am writing to you as a husband, a father of 3, a Wellington resident living in Island Bay, and citizen of our beautiful country.

I am eager to see more Wellington streets transformed to address what I see as unbalanced and unsafe conditions, and for more space in Wellington become more equitable public spaces for living and travelling.

I imagine a day our urban streets are safe enough to not have to worry, as a parent, about my children walking or cycling more freely about our communities. I hope for a day a majority of people prefer to walk or cycle or use public transport over jumping in their cars to get around.

I look forward to the day Wellington joins the growing number of cities around the world enjoying the benefits of a more livable city, where the human experience of our public spaces is clearly highly valued. Streets are public space.

There are many pressing reasons for these hopes, and why they need dedicated attention from politicians in all New Zealand cities.

I am motivated for these changes on behalf of many other people I talk to who consider our streets unsafe to ride bicycles. I am motivated to make the city more appealing and accessible to more people who want to incorporate more active transport in their lives, but feel excluded or unsafe.

There is a significant inequality problem due to the historic failure to adequately provision safe active travel infrastructure as well as we possibly can. Biking is vastly cheaper than most other transport modes, both to build for and partake in.

New Zealand has consistently low numbers of people riding bikes as percentage of trips. If you are used to driving already, learning to cycle appears too dangerous and street space is rarely designed to intuitively prioritise vulnerable road users.

With better facilities to safely include more people riding bicycles, walking, scootering, skateboarding around, we will be effectively addressing one of the biggest health crisis facing this country in our history. With 30% of the population currently obese, New Zealand desperately needs to make more active lifestyles a priority. This won't happen by getting more sports activity, we are already doing more than most on that front. It will happen by integrating more active travel into our everyday lives.

Air pollution from motorists is also a very large contributor to poor health around the world. With such high car dependency, New Zealand is no exception. We are being poisoned inside our cars<sup>1</sup> as well as outside.

I am extremely concerned about the spectre of climate change. New Zealand is not doing enough to combat climate change. Not by a long way. We are missing out on a huge opportunity to become a relative carbon sink with our natural resources, innovative businesses and already high renewable energy sources. Lower car dependency will help reduce our energy needs, and bicycles are the most efficient way to do this.

We won't do this, however, if our infrastructure continues to compel people to depend on car ownership or hope for some miracle self-driving car fantasy future. Even with electric, self-driving cars, we will be impacting heavily on the environment thanks to their extremely high manufacturing impacts. A recent study<sup>2</sup> shows that the manufacturing of batteries for a Tesla car has GHG emissions equivalent to average driving of a regular car for 8 years.

We desperately need to see a large scale shift away from dependence on large motor vehicles. E-bikes are comparable to regular bicycles in their environmental footprint, which is encouraging.

While there are some positive projects and intentions being progressed by WCC, I have been dismayed by the exhaustive and long running consultation marathon that has been plaguing Island Bay. The adaptation to a carbon free future must happen faster than this. We cannot waste time!

I appreciate the complex challenge of our democratic system and it's value for improving our city. I hope future projects will be smoother and more straightforward.

I am sure you are committed to a healthy and prosperous Wellington, where people can all get around more easily without having to budget up to a quarter of their incomes to do so in a car. The Wellington brand has long identified positively with its compactness, walkability, and accessibility. Without dedicated and serious investment in reshaping many of our roads to be more equitable for active travel modes, we will lose this and will damage it's reputation.

Please help make Island Bay an example of an equitable, sustainable, and human focussed future. Please keep the cycleway in a protected, separated configuration. On road bike lanes have proven they fail to attract or safely accommodate people of all ages and abilities. Separated infrastructure is safer<sup>3</sup> after all.

I was dismayed by the behaviour of many residents at the meeting last Monday night and call on you to use your influence to encourage more respect and maturity. I find your allegiance to the Island Bay Residents Association to be disturbing, and not fair to the wider community where a much broader range of views exist.

My wife, 3 children and I all very much enjoy (and frequently use) the separated kerbside cycleway and will all be submitting in favour of **Option C** for both the residential and business areas. The new designs look very impressive. I am very happy to see the raised intersection treatments and think Tonkin+Taylor and council officers have done an amazing job. We're looking forward to the shops being a more pleasant place to visit more often.

Sincerely

P.s:

Some other requests I would ask of you as elected councillor:

- Please do **not** select Option A or any variation of roadside lanes.
- Please unblock me [@IBCycleway](#) and the Island Bay Cycleway Blog @IBCycleway<sup>5</sup> on Twitter.
- I have enclosed a copy of a very recently published book, 'Bike Nation, How Cycling Can Save the World' By Peter Walker<sup>6</sup>. I desperately hope you will make time to read it. Please also share with your colleagues, Diane Calvert, Sarah Free and David Lee and other councillors. I have given them copies of this letter. I do not need it returned. Please consider it a gift to the council.

1. <https://twitter.com/IBCycleway/status/840502369607532544>
2. <https://wattsupwiththat.com/2017/06/20/tesla-car-battery-production-releases-as-much-co2-as-8-years-of-gasoline-driving/>
3. <https://www.citylab.com/amp/article/369452/>
4. <https://twitter.com/IBCycleway>
5. <https://twitter.com/IBCycleWay>
6. <https://www.mightyape.co.nz/product/bike-nation-paperback/26163210>

**Submitter details:**

Suburb = Other City = Auckland  
Occasional visitor  
Age group = 30-39

E 64

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level  
2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements  
3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking  
4th = I don't have a fourth most preferred option

**COMMENTS:** Options C, B and D are the only options that are worth considering. They are the only designs that fully protect cyclists from moving traffic. Alternative option C gives the best solution to accommodate all transport users on Island Bay Parade. Option A should be rejected as it is not only a revert to an unsafe design it is being pushed by a lobbying group with a clear anti-cycling bias.

**Submitter details:**

Suburb = Brooklyn City = Wellington  
Regular visitor  
Age group = 60 +

E 65

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking  
2nd = I don't have a second most preferred option and therefore don't wish to rank the other options  
3rd =  
4th =

**COMMENTS:** I am both a cyclist and a motorist living in Brooklyn. I have chosen option D because I think it is the best and safest option for all users. In particular the road lane width is increased to 3.2 metres with a 1 metre wide central median. This is vastly superior to the current layout which only has 3 metre wide lanes with no central median. The placing of the cycleway next to the footpath is the safest option for cyclists and will encourage younger cyclists to use the route. This option also retains the angle parking for businesses on the west side which I also think is important. The option E suggested by local residents (ie returning to the Original road layout) is totally unacceptable as it is unsafe for cyclists who risk being knocked off their bicycles by a driver or passenger opening a car door without looking. As a ratepayer some of the items in the estimate look to me as an unnecessary extravagance. For example, \$120,000 is listed for 20 bespoke benches and \$400,000 for a Rain garden. Neither of these is necessary for a cycleway!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 66

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as per island Bay residents association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 67

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** The cars, driving and parking should stay together in the middle of the road, so they don't have to cross the cycle lane for parking. I find this more safe for cyclists!

**Submitter details:**

Suburb = Wadestown City = Wellington

Occasional visitor

Age group = 30-39

E 68

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I prefer option C as it looks to provide the best combination of safety and practicality of them all. Having the cycle lane separated from traffic is important for people of all ages and abilities to be able to use it comfortably, and having the lane raised will make people using the lane more visible.

I would like to suggest that some sort of safer, perhaps rounded curbing be used on either side of the cycle lane so that it doesn't become somewhat like a railway track – in cases where something is obstructing the lane it is very important that someone riding isn't endangered by any drop or raise at the edges.

With regard to the other options, B and D are not as good as C because I believe:

option B) The space the lane takes will become filled with glass and debris as a result of it being segregated into a confined space at road level. Also I think the raised intermediary section between the parked cars and the cycle lane is unnecessary and will just act as an obstacle for cyclists, making it difficult to navigate if the lane is blocked for some other reason.

option D) Angle parking is the worst kind of parking from a usability point of view (as either a driver, cyclist or pedestrian). Especially with the narrower road lane this will be very impractical to use, and while it might appear safer for people using the cycle lane, I suspect drivers will be so concerned with not taking up space on the roadway that they will park as far forward as possible (and thereby onto the cycle lane, making it also impractical and hazardous to use).

**Submitter details:**

Suburb = Aro Valley City = Wellington

Occasional visitor

Age group = 18-29

E 69

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Change nothing, people in Island Bay have expressed their disinterest in this whole cycleway project.

**Submitter details:**

Suburb = Roseneath City = Wellington

Regular visitor

Age group = 18-29

E 70

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I think the cycleway as it is is great and much safer for children. The elevation would increase the safety

**Submitter details:**

Suburb = Wellington Central City = Wellington

Occasional visitor

Age group = 18-29

E 72

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I feel treating separated cyclists as closer to pedestrians is appropriate, at least until the link to Newtown. I am a confident, assertive cyclist but when riding with my less experienced partner the barrier to entry traffic presents is often the primary deterrent. Having a complete route without interruptions from town to Island Bay would definitely make their excellent cinema a prime pick when the weather's nice.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option E proposed by Residents Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - The Residents Association and Business Representatives proposal.

1. Reseal The Parade approx cost \$280,000 based on council figures for 2016 where they spent \$9.5 million resealing 68km of road.
2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put in and re-kerbing approx half a kilometre of The Parade.
3. Put unmarked car parking back against the kerb, no markings equate to more car parks.
4. Clearly paint using green or another colour, a cycleway on the roadside of parked cars, increasing the width by half-a-metre from the original cycleway design.
5. In the shopping centre retain the current shared space and car parks.
6. Look at reducing the speed limit along The Parade.
7. Maintain the speed humps around the shopping centre and maintain the height of the pedestrian crossings.
8. Retain pedestrian crossings on The Parade.

To be confirmed but an indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Seatoun City = Wellington

Regular visitor

Age group = 30-39

E 75

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Revert the parade to what it originally was! Parking is an issue. I have four young children. I am finding it incredibly frustrating and a major issue finding a carpark outside the medical centre when one of my kids are sick and for what, a cycle lane. Before there were angle parks outside the medical centre for expectant mothers, elderly and parents with babies and young children. Now we have to park around the block or in New World carpark. Having grown up in Island Bay, the parade was always one of the safest roads that was shared by all users.

**Submitter details:**

Suburb = Melrose City = Berlin

Occasional visitor

Age group = 18-29

E 76

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:** I live in Berlin they have great bike lanes on foot paths / roads. Allowing bikers to feel safe. Maybe have a look at their systems for inspiration.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 77

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - return to previous road layout, including bus stops.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 79

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** because i still want the cycle way

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 80

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 81

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 83

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The residents association and Business representative proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 84

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** The main improvement that I think could be made is doing something to physically separate the cycleway from the parking spaces. At the moment cars often park over the cycleway. Raising the cycleway from the road or having a raised island between parking spaces and the cycleway would achieve this. Option A should not be considered. It doesn't adhere to NZTA guidelines for a road with the volume of traffic that The Parade has. If the intent of the Wellington Cycling Master Plan & Framework is to increase the levels of cycling by all ages and abilities then it simply shouldn't be acceptable for Option A to proceed.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 85

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I use the cycle way daily and love it. Please don't let it go.

**Submitter details:**

Suburb = Karori City = Wellington

Occasional visitor

Age group = 40-49

E 86

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** A separated cycleway is a great option, safer for all. It is time to reclaim space from car storage. People do not need to be able to park right outside where they are going unless they have mobility issues.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 87

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Better use of space and safer

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 88

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 50-59

E 89

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I don't want roadside bike lanes because they don't give cyclists enough protection from traffic and that's what makes cycling feel less safe and less comfortable. I prefer option C because I am also a walker, and not only is it the safest option for cyclists but it has only a moderate impact on the width of the footpath.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 90

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Refer Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 91

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitorLocal business owner

Age group = 50-59

E 92

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/Business Association Option

**Submitter details:**

Suburb = Houghton Bay City = Wellington

Regular visitor

Age group =

E 93

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 94

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer Option E - Island Bay Residents' Association proposal. This takes away the present cluttered layout, restores much needed parking spaces, and is by far the cheapest option.

**Submitter details:**

Suburb = Vogelstown City = Wellington

Regular visitor

Age group = 40-49

E 95

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** raised cycleways are safe for all

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 96

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island bay residents association/business association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 97

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** It works.

**Submitter details:**

Suburb = Other City = Auckland

Regular visitor

Age group = 50-59

E 98

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Safest for users, most pleasant for cyclists and pedestrians. Least parking.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 18-29

E 100

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Option B, C, D don't allow any safety room for cyclist to avoid pedestrians etc stepping out.

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 40-49

E 101

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Go back to way it originally was and stop wasting public money

**Submitter details:**

Suburb = Other City = Lower Hutt

Regular visitor

Age group = 60 +

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** put it back the way it was, cause it was a very safe street

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. The Island Bay Residents Association and Business Reps proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents' Association's Option E

**Submitter details:**

Suburb = Kilbirnie City = Wellington

Regular visitor

Age group = 60 +

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I vote for Option E - Island Bay Residents Association/Business Association. I also preferred the parallel disabled parking that used to be outside the doctors rooms. I do not want to see the loss of any more car parks

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 107

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I approve of the cycleway and do not think it needs changing. However an enhancement is always good so I voted for Option C.

I have lived in Island Bay for 22 years. I am very pleased that Wellington has adopted policy to provide safe cycleways for cyclists in this city.

It will improve our city and help in the future as we continue to grow in size and traffic congestion increases.

Island Bay has over 700 children attending local schools and more who travel to Berhampore, Intermediate and secondary schools nearby.

These kids now have the opportunity to cycle around their neighbourhood safely from one end of the suburb to the other, to various activities and to friend's houses.

If these children can learn to cycle on a safe cycleway then more will cycle as adults and that is both good for health reasons but also to keep the city moving. Large cities like London and New York have all invested in cycleways to help keep their cyclists safe. I am very happy with the cycleway and have no problems driving up The Parade. It is good the traffic has slowed down a little.

The cycleway has caused controversy and from the meetings I have attended we seem to be seeing the older residents objecting to the change around them. We have seen this in recent years in the debate over the concrete beach wall and the idea of moving the road to create a safer and more pleasant joined beach/park area. The division in the community was not helped by our local councillor who aligned himself with IBRA in order to serve his own political aspirations I believe. The viewpoint of those who were not part of IBRA was lost as IBRA managed to get a lot of coverage in the media.

I have attended the Love the Bay workshops and appreciated the attempt to bring people together. It appeared to me that IBRA is mostly the older generation who having lived in the Bay for many years and have found change hard to embrace. The new residents were not very well represented. The people who have no problem with the cycleway and who support the city's direction in developing safe ways for all road users, were not so well represented in those workshops. The new residents are younger and many have young families who I believe were able to see the cycleway as a welcome addition to a family orientated suburb.

I am sure Councillors can appreciate the length of time that these consultations and Love the Bay workshops have taken has led to consultation fatigue. The residents who are supportive of the cycleway do not have an umbrella group to help publicise the appreciation of the cycleway so once again we have seen IBRA capture the publicity. Do not misinterpret the noise that is generated by that group as representing the residents of Island Bay. If you attended a meeting you will have experienced the toxic atmosphere that made it very difficult to attend IBRA meetings.

You have put into the long term plan the development of cycleways so do not try and placate a negative minority and remove our cycleway in order to help you institute other cycleways. Valuable lessons have been learnt and it's only time that will heal the Island Bay community divisions if indeed they ever can be healed.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 108

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C provides the ability to take evasive action if necessary, whereas with B you have the kerb on the left and raised median on the right.

Having a median between the lane and parked cars is great and will stop cars parking in the cycle lane. Option D is the best for cars and parking, but I like the ability for the cafes to have outdoor seating. In my opinion, Option C provides the best outcome for all.

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

COMMENTS:

**Submitter details:**

Suburb = South Gate City = Wellington

Regular visitor

Age group = 40-49

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

COMMENTS:

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 60 +

E 112

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I prefer Option E (which you have not included here). I would like to see the Parade returned to its original state as it was before the disastrous cycleway was inflicted on Island Bay. The previous mayor's obsession with a cycleway in what was then (no longer) her own back yard inflicted huge pain on local residents and businesses without due consultation and has caused a completely unnecessary rift in the community.

If Option E is not going to be considered then my preferred choice is Option A which at least puts a cycle lane on the roadway and allows cars to park kerbside, which is where they should be. The ridiculous situation of having parked cars stuck out in the middle of the road is dangerous and just plain stupid. What was a broad, attractive, user-friendly road has become a visually polluting farce.

I see no reason for the removal of any carparks, which will just have a negative impact on the businesses of Island Bay, who after all are the major ratepayers having to support this nonsense.

I also see no need for a flush median down this road, which is plenty wide enough for all. Most roads in the city have just a single white centre line and road users are perfectly well able to drive/ride/whatever to these conditions.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentOther

Age group = 40-49

E 113

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** No one option provides the adequate solution. Rather amendments/mixture of options.

The removal of the number of car parks is outrageous. The lack of accidents prior to the cycle lane shows that if cars are moved back over to the kerb there is no problems with safety, therefore reducing need to remove car parking. Putting middle parking in derwent st is not a good idea.

More traffic calming measures is not a good idea either. We live on the parade and can feel buses driving past now- if there are traffic calming devices on the road this will increase the vibration we feel.

All options are a ridiculous amount of money. Some sensible decisions can be made to reduce cost. Eg leave the business area alone. And do not spend lots on demarcating footpath- see comment below.

We need to be really clear about who the cycle lane is for. Road cyclists use the road. Slower cyclists and young and old use the cycle lane- so should not be on road.

I like option d residential as it provides slightly greater road width. I think this could be enhanced by taking out the safety strip and giving more width to the road.

Giving 1.5m demarcated space to cyclists is too much given the numbers that are actually using the cycle way. Spending money separating this off too is stupid. Redesignate the footpath as multiuser and put signs up like in oriental bay. Much cheaper and simpler.

If the cycle way is on the road then Option a is my next preferred. But with a reduction of cycle lane width and reduction of safety strip.

Option b is stupid. A trip hazard.

Whatever is done please reduce the visual noise. It is confusing and ugly now.

Don't mark the parking spaces out, just adds to the clutter. And remove those yellow poles.

The addition of zebra crossings has been great and we need to retain them, although the one near Humber st intersection is too close to the corner. Needs to be back a bit.

Current layout of bus stops with lane going behind also does not work.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 114

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back to original design safe practical and wide enough for my kids to cycle for 20 years

**Submitter details:**

Suburb = Karori City = Wellington

Occasional visitor

Age group = 40-49

E 115

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** It's really important for cyclists to have protected separate lanes that are continuous and don't bring them into conflict with traffic. If we want more people to cycle then they need to feel safe and protected from traffic and from parked car door opening.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 116

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to the original layout

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 117

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** OPTION E - ISLAND BAY RESIDENTS ASSOCIATION

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 118

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Because it seperates the cars from the bikes

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 119

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Te Aro City = Wellington

Regular visitor

Age group = 40-49

E 121

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

E 124

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association plan please.

**Submitter details:**

Suburb = Newlands City = Wellington

Regular visitor

Age group = 30-39

E 125

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** As per discussed from island bay residents association

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 18-29

E 126

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Island Bay was beautiful and I always felt safe and calm driving through it now on my through the Main Street is stressful and I know many people have close accidents with cycles

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Option B seems like it may cost the least. That is priority number 1 now, in my opinion.

**Submitter details:**

Suburb = South Gate City = Wellington

ResidentRegular visitor

Age group = 30-39

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Back to how it was

**Submitter details:**

Suburb = Newlands City = Wellington

Regular visitor

Age group = 30-39

E 129

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Enhancing the current design will not solve the issues, so I haven't ranked it.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 130

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Assn/Business Assn

1. Reseal the parade to tidy up the horrible mess of old and new lines.

2. Move the bus stops back to where they were.

3. Put unmarked car parking back against the kerb, no markings equate to more carparks.

4. Clearly paint and mark the cycle way on the roadside of cars.

5. Retain all current carparks in the shopping centre - and also turn the parallel parks outside Brew'd back to angled parks. As this business has lost a lot of parks outside and people used them for the doctors.

6. Retain pedestrian crossings on The Parade. but better lighting near them as one is hard to see people on.

IBRA also has asked for the speed humps to be removed as part of Option E, but I believe this is one of the best parts of the changes. It has made the shopping district safer and slowed cars down to the 30km. Removing them will be a step back.

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association / Business Association

None of the four options presented above are acceptable to us as residents of Island Bay. Removing the proposed number of car parks is unacceptable and will ruin accessibility for people who want to 'pop in' to the village shops and residents / community parking for people who LIVE on and use The Parade.

As someone who drives down The Parade regularly, I find it very difficult to spot cyclists in a kerbside arrangement (not least because there's never many using the cycle lane). Turning at intersections is dangerous, as cyclists can pop out behind cars at any point in time and they have not been in your field of view as you drive down the road.

It is difficult to drive down The Parade now. The markings on the road are terrible (especially in the wet), it is very difficult to drive safely down the road when a bus is coming towards you, and the median strip which facilitated traffic flow have been removed. I now avoid using The Parade footpaths, when out walking with my children, as they are too young to understand the concept of people on bikes suddenly swerving onto the footpath and yelling at them to move out of the way (they're under 5's, on balance bikes). This has limited my freedom to move safely around my neighbourhood.

The current situation is an horrendous mess of a cycling 'solution' for Island Bay. The council and its representatives should be ashamed of the time and cost it has taken to attempt to listen to the majority of Island Bay residents (and still, none of the 4 options presented above are solutions that the majority of the community wants).

Island Bay previously HAD a cycleway in a reasonable configuration - that's all we need now...

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** OPTION E (ISLAND BAY RESIDENTS ASSOCIATION)

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 133

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

COMMENTS:

**Submitter details:**

Suburb = Wellington Central City = Wellington

Regular visitor

Age group = 30-39

E 134

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

COMMENTS: IBRA

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 135

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 136

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Keeps cyclists safe primarily with minimal disruption to businesses. Like that it has potential to carry on up Adelaide road

**Submitter details:**

Suburb = Kingston City = Wellington

Regular visitor

Age group = 60 +

E 137

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** E to remain as it was originally

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 30-39

E 138

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as per Island Bay Residents Association / Business Asdociation

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Regular visitor

Age group = 50-59

E 139

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Angle parking

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 140

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return The Parade to the way it was formerly.

**Submitter details:**

Suburb = Karaka Bays City = Wellington

Regular visitor

Age group = 40-49

E 142

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Newlands City = Wellington

Regular visitor

Age group = 40-49

E 143

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Want the maximum protection for cyclists, and the greatest reduction of car parking spaces.

**Submitter details:**

Suburb = Strathmore Park City = Wellington

Occasional visitor

Age group = 30-39

E 144

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option A is horrible. There is too much sideways movement back and forth to get around the back of bus stops, it feels like a roller-coaster already, this will make it worse.

**Submitter details:**

Suburb = Khandallah City = Wellington

Occasional visitor

Age group = 40-49

E 145

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents/Business Association

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - return the parade to the way it was. Seems a much better and cost effective alternative

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:** I live in island bay. I want a safe cycleway that I am confident that my children and i can use. And an alternative to driving especially for short journeys.

Since the cycleway was added, my 10 year old son used it to take himself to tennis, cubs and friends houses, which I would never have allowed with a road side cycleway. I do however think it could be better than it currently is. Ie extended through the shopping area, better line of sight for turning cars, even though that would mean reduced car parking.

I do drive a car, and have not had a problem with the width of the road. I also cycle into town a few times a week, and look forward to the cycle lanes to get away from the cars.

Above all I don't like the them and us attitude - my family walk, cycle, use buses and drive cars.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 148

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 149

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Cycle way must be raised so cars turning into drives or side roads see cyclists coming. This is the safest option.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 60 +

E 150

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** A protected cycle lane feels much safer to ride, compared with one beside car/bus traffic with no protection. Improving the consistency will be a big improvement, The cycleway surface needs to be painted green everywhere, including on the bus-stop bypass sections, and through intersections. Currently, many drivers turning onto or off The Parade seem unaware that cyclists on the cycleway have the right of way, and they need to give way. The door zone beside parked cars needs to be made completely unavailable to cyclists, so they don't inadvertently stray into it. Footpath width should be maintained through the village, if necessary at the expense of car parks, to retain amenity value for pedestrians.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 40-49

E 151

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Provides a safe, comfortable cycling area away from traffic. Makes it suitable for children and less confident cyclists, and means they're not locked into the cycling lane if people or other problems block the lane. Does need to be nice, obvious barrier between cycling lane and footpath, but easy enough for cyclists to cross without risk of falling over.

**Submitter details:**

Suburb = Roseneath City = Wellington

Regular visitor

Age group = 40-49

E 152

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** This isn't rocket science - the Netherlands have separated cycle lanes and they work great; let's just get with the 21st century and get it working right!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 153

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option E as put forward by the Island Bay Residents' Association and Business Representatives.

Put Parade back to how it was!!!

**Submitter details:**

Suburb = Island Bay City = Wellington

Local business owner

Age group =

E 154

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.  
Restore the Parade back to the original layout.

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group =

E 155

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. The Residents Association and Business Reps proposal.  
Restore The Parade to it's original layout.

**Submitter details:**

Suburb = Other City = Auckland

Occasional visitor

Age group = 30-39

E 156

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option B best and safest for all users. Angle parking is more dangerous. Don't go back to the old layout!

**Submitter details:**

Suburb = Ngaio City = Wellington

Occasional visitor

Age group = 40-49

E 157

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C provides excellent separation between cyclists and vehicles, as well as raising cyclists slightly to improve visibility. It would increase the likelihood that families and new cyclists would use the cycleway. I'd ask that the design include good separation between cyclists and pedestrians, including the use of coloured paths down the entire cycleway, and some height separation if possible to make it less like a shared path.

E 161

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Regular visitor

Age group = 60 +

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return the parade to what it was. It was a safe wide road which accommodated all users sagely

E 162

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Representatives.

**Submitter details:**

Suburb = Karori City = Wellington

Occasional visitor

Age group = 60 +

E 163

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C best satisfies current design standards and provides a safe environment for people of all ages and abilities to cycle. It will create a great ambience in Island Bay that locals and visitors will love. It will thus be great for businesses and residents will love the gentler feel of the street. The speed limit should be 40 km/h throughout, possibly reducing to 30 km/h past the shops. This aligns with the safety auditor's findings and current operating speeds (85th percentile speed through the mid section of Island Bay is already 30 km/h).

Option A does not satisfy NZTA requirements for safety standards and Council would not be practising an appropriate duty of care. It could thus leave Council liable for legal challenge or financial penalty from NZTA.

Being close to retirement, I'm looking forward to more recreational cycling and walking on the beach, and a cafe lifestyle. Island Bay could have it all!

**Submitter details:**

Suburb = Roseneath City = Wellington

Regular visitor

Age group = 30-39

E 164

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The residents association and business Reps Proposal

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

**COMMENTS:** I don't like the angle parking as I always find it trickier to get out of the parking on a busy road and it seems to cause more congestion. Option A and Option B were close for me, but I felt that Option A is easier and safer for car faring folk that are the largest road user group, and people are used to looking out for cyclists on their outside rather than inside making it more likely they won't walk into the path of a cyclist. I am myself a cyclist so I know to look out for them but kids especially are not as dilligent on this point.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 168

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

**COMMENTS:** The current design is great however parts of it surprise drivers when you emerge out from behind parked cars and cross intersections. The option i choose has the cyclist on a consistant path without weaving infront and behind bus stops.

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 60 +

E 169

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 170

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Safe for cyclists, separated from street.

**Submitter details:**

Suburb = Ngaio City = Wellington

Occasional visitor

Age group = 40-49

E 171

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** The safest place for a cyclist is either on a dedicated cycle way, a shared cycle way (with low foot traffic), or in clear sight of traffic on the road with ample space. Of all the options proposed the safest option for cyclists, motorists and pedestrians is on the road, given enough space to be safe. Motorists will then be able to see cyclists and avoid them, cyclists won't get in the way of pedestrians, and importantly cyclists can commute at a good safe pace. That does however require a generous amount of space for the cycle path. It also requires education for motorists to avoid those paths and not treat it as part of the road. I can't see being able to commute safely through Island bay with the shops, driveways and pedestrians on a shared path. I commute to work on the Kaiwharawhara cyclepath along the Hutt road that is currently being upgraded, and the problem areas for that route are the driveways and the pedestrians, and compared to Island Bay I'd say that route had lower foot traffic and driveway traffic. Putting cyclists on the road with an unbroken cycle path, ample room, which clearly indicates our right of way would be the safest option.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 172

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Separated continuous cycle path elevated slightly above the road is the best way to make it safe especially for less confident cyclists eg. me when cycling with my children in trailer.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 173

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** A 2-way cycle lane curb-side on one side of road only. This could be a little wider than a one-way lane, but definitely narrower than two lanes. Still offers parked cars as protected buffer for children/inexperienced cyclists. Means road will be wider for vehicles. Leave shopping area as is with speed restrictions in place.

**Submitter details:**

Suburb = Churton Park City = Wellington

Occasional visitor

Age group = 30-39

E 174

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I like the current layout, but I agree it needs to be changed to be within best practice when it comes to kerbside bike lanes. Auckland does this well in places. We do not want to go back to having bikes riding next to cars. Option C is slightly safer than having a lower bike path, in case of emergency, the cyclist can get onto the footpath easily. Option D has angled parking which is dangerous.

**Submitter details:**

Suburb = Berhampore City = Wellington

ResidentRegular visitor

Age group = 30-39

E 175

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I selected Option D because it retains the angled carparks at the Island Bay shops. However, for the residential areas I prefer Option B. I feel that this combination of options (B for residential, D for shops) is the closest to "the way the street used to be". The street is exceptionally wide by Wellington standards and I think that this whole process around the cycleway has been rather over-the-top. Other parts of the city need urgent improvements to the cycling infrastructure and could do with extra bus lanes - so why waste all this time "fixing" what was probably the best/safest road for cycling in the entire city!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 176

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** The original layout before the current cycleway was the best, option 1 is closest to that.

## Attachment to online submission 176

**From:**

**Sent:**

Monday, 7 August 2017 7:32 a.m.

**To:**

theparade@wcc.govt.nz

**Cc:**

**Subject:**

Cycleway option VOTE

Hello,

Thanks for the opportunity to participate.

I live in Mersey street and grew up in eden street. I cycle pretty well every day to and from work and do competitive sports including cycling.

I tend to avoid the current cycleway as I feel it is dangerous if riding at 30kph and above. I would much prefer to be on the road where I am visible. I have had 3 near misses at intersections and with pedestrians in the cycle lane.

Please return the parade to how it was before anything started or else option 1 which is the old way plus enhancements.

I am gutted that 2 dairies have had to close due to lack of parks and the loss of other parks too.

Thanks for listening.

Sent from my iPad

**Submitter details:**

Suburb = South Gate City = Wellington

Regular visitor

Age group = 40-49

E 177

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Option B is safest for the average cyclist as the cycle user is protected from the moving traffic by the parked vehicles and safety strip, pedestrians are kept on the footpath and are unlikely to wander onto the cycle lane. This also means that faster cyclists would not endanger pedestrians. I would also feel safe taking my 7 yr old daughter cycling with me. Options C and D are less attractive as pedestrians are likely to wander into the cycle lane, particularly if they are at the same level. Fast cyclists will find wandering pedestrians nuisance so likely use the main carriageway (I would) to the annoyance of motorists. I would feel safe taking my daughter cycling with me though. Option A gives no protection to cyclists from motor vehicles. I would not cycle on this with my daughter. But fast commuter cyclists would like it. The question is does the council want to promote family safe cycling or commuting by bike or both? The only option that caters for both is option B.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 60 +

E 179

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** IBRA business/recommendation

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group =

E 180

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 181

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I believe people need a physical barrier there of some sort to allow them to see where they should be going.

**Submitter details:**

Suburb = Kingston City = Wellington

Regular visitor

Age group = 30-39

E 182

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I want the original layout

**Submitter details:**

Suburb = Ngaio City = Wellington

Regular visitor

Age group = 50-59

E 183

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please return to the original, standard, New Zealand road layout

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 184

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Having the cycle lane at the same height as pavement provides better over all visibility for all vehicles and provides better flexibility for cyclists and pedestrians to share the same space

**Submitter details:**

Suburb = Morningside City = Wellington

Regular visitor

Age group = 30-39

E 185

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** C looks like it will strike the best balance - more room for driving or biking, everyone has a good amount of room and safety. B also looks pretty good and is less disruptive. 'A' is not an option (seems like spend more money to make things worse again for everyone and bring us back to the 1970's) I love Island Bay and used to live on Freeling Street so please do the right thing Wellington!

**Submitter details:**

Suburb = Mornington City = Wellington

Regular visitor

Age group = 30-39

E 186

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Nothing wrong with how it was to begin with, a big wide street by Wellingtons standards converted into a narrow, harrowing road.

**Submitter details:**

Suburb = Wilton City = Wellington

Regular visitor

Age group = 60 +

E 187

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 188

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** It is the safest way. The current layout has potential to increase the hazards for drivers

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 189

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Separated cycle paths with a kerb are the safest option for cyclists.

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Paint it back to what it was before.

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 193

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to the original parade. Tar seal the entire parade from Wakefield Park to Shoreland Park two lanes one northbound one southbound return all our carparks to original, prior to cycleway days

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 40-49

E 195

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** IBRA option

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 196

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** The best option would be to return to the original layout. Option A is the only option close to this. The cycle lane has turned an iconic wide "Parade" into a narrow, dangerous passage way for the short length of the cycleway. I have observed many cyclists using the road rather than the cycle lane. I am an Island Bay ratepayer.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 197

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Other City = Wellington

Occasional visitor

Age group = 30-39

E 198

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Prefereed use of the existing roadway, footpath and parking

**Submitter details:**

Suburb = Johnsonville City = Wellington

Regular visitor

Age group = 40-49

E 199

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association model to return to pre cycleway

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 200

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** Looks easiest to use for cyclists, pedestrians and car drivers.

E 201

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Safety for cyclists with minimal additional investment.

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitorOther

Age group = 50-59

E 203

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

COMMENTS: x

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 204

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

COMMENTS: I prefer the way it was . Reseal The Parade approx cost \$280,000 based on council figures for 2016 where they spent \$9.5 million resealing 68km of road.

2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put in and re-kerbing approx half a kilometre of The Parade.
3. Put unmarked car parking back against the kerb, no markings equate to more car parks.
4. Clearly paint using green or another colour, a cycleway on the roadside of parked cars, increasing the width by half-a-metre from the original cycleway design.
5. In the shopping centre retain the current shared space and car parks.
6. Look at reducing the speed limit along The Parade.
7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
8. Retain pedestrian crossings on The Parade.

To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 205

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E Residents choice discussed at the public meeting. Returning to previous layout. Green painted cycleway on outside of parked cars. Change parking to parallel at shops. Remove all car park markings on rest of parade, (larger cars/ vans cannot fit in the gaps) reduce the speed limit throughout the parade. Very keen for a visible cycle way. Very keen for safety. Having the cyclists hidden behind cars makes turning into roads and crossing their path more dangerous, as they may have been hidden behind cars. Fast moving bikes travel on the road anyway as they don't want to be stalled behind other cyclists, if the cycleway is on the outside of cars, they can move around slower cyclists more easily.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 60 +

E 206

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option C - One-Way Separated Kerbside Cycleway - Above Road Level

**COMMENTS:**

**Submitter details:**

Suburb = Karori City = Wellington

Occasional visitor

Age group = 40-49

E 207

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 214

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back to how it was before - island bay residents/business association

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Resident Assoc proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** As a cyclist with kids and Parade resident I am concerned the current design leaves all road users worse off. I would like to return the parade to original design with a clearly painted roadside cycleway. Cyclists are visible ( unlike the current situation where despite care it is very difficult to see cyclists while turning into the driveway) with plenty of space for cars to take evasive action if needed. Many " serious" cyclists currently ride down the middle of the road rather than use the cycle lane. The regular users of our local amenities ( bowling club, shops and churches) are not all able bodied and Capable of cycling and access must be maintained for them with adequate parking I also feel it is extremely difficult to justify the huge cost which will be incurred with any of the other proposed options in the current climate of increasing social inequity within our city.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 218

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I am voting for the Island Bay Residents Association proposal because:

1.) All designs propose removing too many car parks to the detriment of local businesses.

2.) As a resident of the Parade I previously had no issues backing onto the main road. I now have to navigate a range of potential hazards - cars, buses, pedestrians and cyclists. Near accidents are common. It's scary and challenging, particularly in rush hour.

3.) I have seen no actual plans indicating what the future cycleway will look like through berhampore. Until this is resolved, it's a cycleway to nowhere and not worth the sacrifices we have to make.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 219

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 40-49

E 221

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - The Residents Association and Business Representatives proposal.

1. Reseal The Parade approx cost \$280,000 based on council figures for 2016 where they spent \$9.5 million resealing 68km of road.
2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put in and re-kerbing approx half a kilometre of The Parade.
3. Put unmarked car parking back against the kerb, no markings equate to more car parks.
4. Clearly paint using green or another colour, a cycleway on the roadside of parked cars, increasing the width by half-a-metre from the original cycleway design.
5. In the shopping centre retain the current shared space and car parks.
6. Look at reducing the speed limit along The Parade.
7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
8. Retain pedestrian crossings on The Parade.

**Submitter details:**

Suburb = Aro Valley City = Wellington

Regular visitor

Age group = 30-39

E 222

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** The current configuration of the cycleway is very confusing and feels dangerous to use, mainly due to the fact it is at the same level as the cars. Elevating the cycle lane to footpath height would provide a dedicated 'non car' zone and the bicycles would create a buffer between cars and pedestrians. Important to consider the relationship between the cycle lane and side streets - think it could be successful to keep the elevation across side street junctions to alert oncoming drivers.

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitor

Age group = 18-29

E 223

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** Put both cycle lanes on the same side of the road.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 224

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 225

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I believe the provision of a cycleway is important and has been hugely beneficial for Island Bay residents (I'm one) and other Wellingtonian cyclists. I see cyclists of all ages cycling on the cycleway regularly and safely. Option C is the most attractive and safest for cyclists and will be an improvement on the current arrangement which some car drivers have found difficult.

**Submitter details:**

Suburb = Thorndon City = Wellington

Regular visitor

Age group = 30-39

E 226

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

**COMMENTS:** i think elderly people may trip over raised cycle ways and break their hips

E 227

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group =

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer option E as recommended by the Island Bay Residents Association & Business Representatives.

E 228

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Remove it completely

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 18-29

E 229

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Newtown City = Wellington

Occasional visitor

Age group = 18-29

E 230

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I feel that giving people more room to get out of cars, and distinguish the parking space versus bike lane is important. Currently parked cars creep into bike lane, also like the idea of raising cyclists so they are more visible to cars turning into driveways

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 231

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Separated area for cyclists would make both the cyclist and pedestrians safer. Anything except A or the proposed "E"

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 232

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** None

**Submitter details:**

Suburb = Churton Park City = Wellington

Regular visitor

Age group = 60 +

E 233

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E island bay residents assoc/ business association

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 18-29

E 234

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E- Island Bay Residents Assoc option. Although if you really gave two fucks what we actually want you wouldnt have touched it!

**Submitter details:**

Suburb = Aro Valley City = Wellington

Regular visitor

Age group = 60 +

E 235

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Please no option A. I'm a 70 year old woman riding most days in Wellington. I find that a cycleway like that one on Victoria St next to the cars is the most dangerous for cyclists as it seems to give the cars the right to do a close, that is, a very close, pass. They also routinely encroach. I'm better on Tory St with no bike lane and slower traffic.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 236

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 30-39

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/Business recommendation.

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. I would like The parade returned to how it was. I felt safe driving , there were more parks for shopping, it reduces congestion on back roads by schools which is safer for children etc.....

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 239

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I support the option E as proposed by the Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 240

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** As a recreational cyclist, the only part of The Parade that I felt more vulnerable than usual was when biking past the cars in the business block that were angle parked. Otherwise, I was quite happy with the original layout.

**Submitter details:**

Suburb = Seatoun City = Wellington

Regular visitor

Age group = 50-59

E 241

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return The Parade to the iconic street that it once was ... let's work together cyclists and cars - show respect to each other and we don't need expensive alternatives.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 243

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E -  
Island Bay Residents Association / Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 245

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents / Business Association option E

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 40-49

E 246

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 247

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 249

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E, as described by the Island Bay Residents Association. Is cost effective and provides a safe design for residents, shoppers, families and other residents, including the aged or disabled, trying to get in and out of cars. Better number and safer parking options. Cyclists still provided for but not prioritised over all others.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Representatives.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 40-49

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Keeping the road level is better as it means cycling isn't slowed at all the side streets.

For cycling to be an option it needs to be swift and comparable to car journeys in time from A to B.

We must get people out of cars - therefore the network of safe cycle ways must be safe, fast and convenient for cycling.

The angle parking is dangerous.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** The safest route. Need to ensure proper separation.

**Submitter details:**

Suburb = Karori City = Wellington

Occasional visitor

Age group = 30-39

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** i think the current design is flawed c & d are the best in my opinion to correct these flaws

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 50-59

E 255

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

E 256

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitorOther

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** OPTION E

IBRA Bussiness Recommendation

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I support kerb-side cycle way, as I think this is the safest option for cyclists. I think that all of options C, B and D have some merit but that C is the best because it provides the best lay-out and I like the kerb barrier design

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 262

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 50-59

E 263

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** To the original layout.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 266

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E is the common sense option.

A to D are all too disruptive to traffic flow and the parade is a duck in duck out proposition at present. Need more not less parking in shopping centre and the raised crossings and speed humps are unnecessary modifications that were never needed due to shape of road restricting speed naturally.

**Submitter details:**

Suburb = Wellington Central City = Wellington

Occasional visitor

Age group = 50-59

E 267

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Cyclists need to be properly separated to ensure safety, hence my choices. I didn't rank option A because it doesn't achieve this fundamental requirement. Option A makes it likely more cyclists will be hit by cars. Just the other day I saw a cyclist in the city passed by a panel van and he fell off the van was so close. I've had similar experiences myself.

**Submitter details:**

Suburb = Ngaio City = Wellington

Occasional visitor

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Seatoun City = Wellington

Regular visitor

Age group = 40-49

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Raised higher - greater visibility, clear delineation of where cyclists are entitled to be

**Submitter details:**

Suburb = Houghton Bay City = Wellington

Resident

Age group = 30-39

E 270

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I think C looks the safest option for me and my kids.

**Submitter details:**

Suburb = Newtown City = Wellington

Occasional visitor

Age group = 18-29

E 271

**COMMENTS:** Similar to Copenhagen -where cyclists are seen as most important to protect.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 272

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I agree with the residents and business associations option to return things back to how they were

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 275

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** It's cool for people who bike, and good safety. I don't want it [the cycleway] to go away.

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 40-49

E 276

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** According to people I know who cycle in the area they have informed me that C is the safest choice for them.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 40-49

E 277

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay resident association plan

**Submitter details:**

Suburb = Highbury City = Wellington

ResidentRegular visitor

Age group = 30-39

E 278

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like it to go back to the way it is. The island bay residents option of option E.

The other options are all bad design a hate getting my child and myself out of the car when parked on the parade I feel uncomfortable and have had a couple of close calls. Change it back

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitorOther

Age group = 60 +

E 279

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington  
ResidentLocal business owner  
Age group = 50-59

E 280

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like The Parade to be returned to its orginal condition as per the Island Bay Residents Association and Business Representatives proposal.

**Submitter details:**

Suburb = Island Bay City = Wellington  
Resident  
Age group = 40-49

E 281

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Safety, separation from traffic for cyclists

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 282

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - The Residents Association and Business Representatives proposal.

1. Reseal The Parade approx cost \$280,000 based on council figures for 2016 where they spent \$9.5 million resealing 68km of road.
2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put in and re-kerbing approx half a kilometre of The Parade.
3. Put unmarked car parking back against the kerb, no markings equate to more car parks.
4. Clearly paint using green or another colour, a cycleway on the roadside of parked cars, increasing the width by half-a-metre from the original cycleway design.
5. In the shopping centre retain the current shared space and car parks.
6. Look at reducing the speed limit along The Parade.
7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
8. Retain pedestrian crossings on The Parade.

To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 30-39

E 283

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Safest for cyclists and pedestrians.

**Submitter details:**

Suburb = Thorndon City = Wellington

Regular visitor

Age group = 18-29

E 285

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** Parking Better behind cycle way

**Submitter details:**

Suburb = Te Aro City = Wellington

Regular visitor

Age group = 40-49

E 287

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** This seems the safest option for the more vulnerable cyclists and addresses the safety concerns at intersections which are currently lacking

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 288

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Being away from moving cars is better when biking

**Submitter details:**

Suburb = Other City = Lower Hutt

Regular visitor

Age group = 18-29

E 290

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Go back to original plan, now.

E 291

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E- Island Bay Residents Association and Business Association proposal

E 292

**Submitter details:**

Suburb = Churton Park City = Wellington

Occasional visitor

Age group = 18-29

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I think having the cycle way away from the flow of motor traffic could prevent accidents and reduce complaints from motorists

**Submitter details:**

Suburb = Kilbirnie City = Wellington

Occasional visitor

Age group = 30-39

E 293

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = Yes - Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

**COMMENTS:** Visibility of cyclists when coming to intersections and driveways. Retains separation from cars. Option D removes too much space for pedestrians.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 294

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I think it is safer to separate bikes from traffic (C&D).

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 295

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitor

Age group = 30-39

E 296

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Change it back. What a mess!!!

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 18-29

E 297

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 298

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back how it was - if it aint broke don't fix it!

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 18-29

E 299

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Returned to its pre cycle way state as per IBRA'S proposal.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 300

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 301

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Cheapest and most considerate of the village feel

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 50-59

E 302

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option e

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 40-49

E 303

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to how the road was and spend the money on sorting out the basin with a flyover

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 304

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** why state that you can choose as few of the options as you like but then insist you choose one? Ideally I would choose none of those listed but vote to return the Parade to its original layout. The cycleway can make pulling out of side streets very difficult, particularly when parked buses now obstruct your view far more than when the road was wider. Visibility around pedestrian crossings is also poor.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 305

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 40-49

E 306

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** My seven year old loves family rides on the cycleway, and I love that the current layout makes that possible. I wouldn't feel comfortable letting her ride directly next to cars going 50km/hr.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 308

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 310

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Angle parking must be retained - too much disruption to traffic waiting for cars to parallel park. Street is not wide enough to cater for cycle lane each side - will be impossible for buses to manoeuvre. Speed humps & 30km limit seem to be providing a safe passage for all through the shopping centre.

**Submitter details:**

Suburb = Roseneath City = Wellington

Occasional visitor

Age group = 50-59

E 311

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** Allows car doors to open without hitting cyclists, better distinction between walking and cycling path, people getting in and out of cars with bags, prams, children etc will not be in the bike lane, but on the side of their cars

E 312

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option B is my main preference. I like this option because it allows my children to safely ride along The Parade. An example is, I have two children who go to gymnastics in Newtown, last weekend we rode to gymnastics on our bikes (seems silly to take the car for a 2km journey!) and the kids loved the freedom of being able to get themselves to gym, they loved the added fitness and I loved seeing them have fun and gain confidence on their bikes. Riding along the parade on the cycle path was the best part of the ride. I obviously cannot let them ride on the road up Adelaide road so watching them ride on the footpath was fraught with anxiety as I worried about them annoying pedestrians (even though they are both very polite). I would love to be able to do more local journeys with my kids on their bikes! As an owner and resident of a property on The Parade I also enjoy the added buffering between moving vehicles and my house.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 60 +

E 316

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Accessibility. I have a disabled family member, and the separated kerb design is dangerous and inaccessible to cross the cycle way and then step up on the kerb.

Using a wheelchair in Island Bay is impossible - getting it out of the boot of the car (which with a separated kerb can be closer to driving cars), and then attempting to get it and the passenger to the kerb, crossing the cycleway is just too dangerous.

I prefer option A as parking next to the footpath provides the best safety and accessibility, particularly for people with disabilities and older people.

**Submitter details:**

Suburb = Broadmeadows City = Wellington

Regular visitor

Age group = 60 +

E 317

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Thorndon City = Wellington

Occasional visitor

Age group = 60 +

E 318

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back to what it was and just traffic calm the road as required.

**Submitter details:**

Suburb = Other City = New Plymouth

Regular visitor

Age group = 60 +

E 319

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. Island Bay Residents Association/Business Choice.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 322

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** A standard old school cycle way between the parked cars & traffic & leave the car parks intact

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitorOther

Age group = 40-49

E 325

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E is the most sensible option and is as close to returning the Parade back to where it was.

**Submitter details:**

Suburb = Wellington Central City = Wellington

Regular visitor

Age group = 50-59

E 326

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = Yes - Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

**COMMENTS:** I favour maximum safety for cyclists in terms of separation from moving motor vehicles, opening doors on parked vehicles and roadside drain covers.

**Submitter details:**

Suburb = Vogeltown City = Wellington

Regular visitor

Age group = 50-59

E 328

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C has physical separation from Cars and pedestrians. Making it safer for both users. Option C also increases road width making it safer for larger vehicles. Option C also increases the buffer between parked cars and the cycleway. Parallel parking is fine and is safer than angle parking with easier views of pedestrians, bicycles and other cars.

**Submitter details:**

Suburb = Newtown City = Wellington

Occasional visitor

Age group = 50-59

E 329

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 330

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Safe bike lanes please, not shared spaces or with no barriers from cars

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Occasional visitor

Age group = 18-29

E 331

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 332

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Berhampore City = Wellington

Resident

Age group = 40-49

E 333

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option C - One-Way Separated Kerbside Cycleway - Above Road Level

**COMMENTS:**

**Submitter details:**

Suburb = Miramar City = Wellington

Occasional visitor

Age group = 40-49

E 334

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitorOther

Age group = 30-39

E 335

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** separate cycles and pedestrians from vehicles, protect the vulnerable from heavy and fast moving

**Submitter details:**

Suburb = Berhampore City = Wellington

ResidentOccasional visitor

Age group = 30-39

E 336

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** The safest option is to have cyclists away from vehicle traffic. This stops stupid behaviour from both vehicle traffic and cyclists. Separation from the footpath is also important as pedestrians don't follow painted lanes and would walk in cycle lanes, resulting in cyclists weaving and then using foot paths as well.

**Submitter details:**

Suburb = Tawa City = Wellington

Regular visitor

Age group = 30-39

E 337

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please just put it back how it was.

**Submitter details:**

Suburb = Other City = Porirua

Regular visitor

Age group = 30-39

E 338

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I like the options to shelter cyclists from the traffic flow and it looks similar to designs that work very effectively in other countries that have the same goals. If we are embracing the councils wider cycling plans as a city then we need to take this on board as it is not just about Island Bay. Its not about parking, its not about the NIMBY's, despite the Eagle and his political underhandedness its about the wider city and community benefit. Despite the name, Island Bay is not an island to itself, it is part of the city. If the community don't want the options created based on feedback from the community and input from those responsible for our city and its safety then we don't deserve it and spend the money elsewhere in the city on a community who will embrace it rather than Island Bay.

**Submitter details:**

Suburb = Thorndon City = Wellington

Resident

Age group = 30-39

E 339

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** A small but significant oroportion of cars and buses show no respect for a cyclist space, it us really quite dangerous sharing the road with these drivers and especially if you are blind to the danger as inexperienced cyclists can be. Anything to separate motor viechels from bikes is a good thing to promote healthier lifestyles. Well done.

**Submitter details:**

Suburb = Oriental Bay City = Wellington

Occasional visitor

Age group = 30-39

E 340

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** The roadside option (A) is clearly the most dangerous for cyclists - to achieve safety and best outcomes for both motorists and cyclists the two need to be physically separated. Option A does not provide for this, so I do not have a preference for it.

**Submitter details:**

Suburb = Other City = Wellington

Occasional visitor

Age group = 40-49

E 341

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 342

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** better visibility. more consistent. less unpredictable.  
less weird.

**Submitter details:**

Suburb = Mornington City = Wellington

Regular visitor

Age group = 30-39

E 343

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association. Having lived in island bay for a number of years, I was absolutely flabbergasted at the lack of thought and fundamental design flaws that in-cooperated the first iteration of this development, turning what was once was a brilliant little go to nook of wellington into what felt like a congested space. removing so many car parks and dividing up the ones that were left into oversized individual spaces was also ill conceived. I have a bike and I'm not against cycle lanes, cyclists or cycling however the previous design was not only adequate it also had a better safety record that what it has been replaced by. Please do the common sense thing put it back to how it was, this feels like an over priced vanity project to the majority of locals, work colleagues and friends I've spoken with.

E 344

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 345

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return it to original, along with all carparks

**Submitter details:**

Suburb = Te Aro City = Wellington

ResidentRegular visitor

Age group = 18-29

E 346

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as described by the Resident's Association e.g. putting it back the way it was. Failing that, Option A, but I feel this is substantially sub-par.

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** All of the proposed option have the removal of approximately 40 car parks. Parking in Island Bay is already difficult because of the lack of parking space available particularly around the shopping area. The lack of parking space in the shopping area is enhanced by the lack of parking from the business area to Tamara Street.

Of the options available option D is the best option because it retains the angle parking and therefore the maximum number of spaces available for those that use the Island Bay shopping area. However, it also proposes to remove approximately 40 other carpark. This is unworkable.

We choose to take public transport to work having dropped off our child to Island Bay Daycare. In order to do so we try to park our car near daycare. This is getting increasingly difficult. Without the ability to park our car we would drive to work adding to Wellington's already congested transport system.

Having a cycleway is useful, however, it should not be at the expense of all other transport users. Why hasn't a single cyclelane enabling both north and south bound cyclists to travel safely been looked at? Doing so could enable the road space to be more effectively and efficiently considered.

The positive of this process is that it has been far better in engaging with the community and attempting to collaborate than the initial cyclelane process. For this council officers should be congratulated. However, this does not excuse the fact that the four options proposed are just variants of the same and lack clever and innovative design. They are also too focused on meeting particular standards (ie NZTA's engineering rulebooks) rather than looking at developing the best solution.

The way the NZTA standards are described is that of an excuse, particularly as the Council can seek to undertake a trial and amend standards.

Finally the current plastic delineators placed around intersections are too close and often mean that vehicles hit them. A number of these have had to be replaced.

However, instead of considering the potential cause (longer vehicles struggling to turn 90 degree sharply) and potentially consider moving the delineators back 500mm or so, they are replaced in a like for like position.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to the original layout

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitor

Age group = 30-39

E 349

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Get the modes of transport separated early to be safer. Once done, people will get used to it and future changes and disruption will not be needed. Car parking is easily substituted off the street or on side roads, but reducing the need to drive would be more efficient. Bike traffic needs to flow and be safe for growing numbers of cyclists.

E 350

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I'm a cyclist and believe that the option A is the safest and best option for all. As a cyclist who is teaching my kids to ride too we need to share the road. Having multiple and confusing options is crazy when it's one of the widest roads in Wellington. The only areas I have issues riding is the south coast and Makara. Cyclists need to be aware of their surroundings and a short cycle way will not protect injury or encourage motorists to take a more cautious approach. It may have the opposite effect.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 351

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Strongly support vertical separation between the cycleway, footpath (cycle lane should be at mid-height) and the road.

Increasing the width of the buffer zone between cycleway and car parks is great.

I do not support the reintroduction of a median strip at the expense of significantly reduced footpaths.

I don't want roadside cycle lanes as they don't give cyclists enough protection from traffic.

I support continuing the cycleway through the business area and changing from angle to parrallel parking.

The overall reduction in parking along the whole of the parade is justified and leaves enough to meet current demand.

**Submitter details:**

Suburb = Other City = Dunedin

Regular visitor

Age group = 50-59

E 352

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** This submission is based on safety of the cyclists using the lanes

**Submitter details:**

Suburb = Vogelstown City = Wellington

Occasional visitor

Age group = 40-49

E 353

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Simple improvements to current cycle way. I also support extension through Shorland Park

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 354

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. Island Bay Residents Association / Business Association proposal

**Submitter details:**

Suburb = Berhampore City = Wellington

ResidentRegular visitor

Age group = 18-29

E 355

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I don't want to lose any of the parking in the island Bay shops Area it is already hard enough to get parks. I drive up and down this road every day multiple times and I believe this conversation about cycle lanes isn't even necessary. The amount of money and effort being put in for what is hardly any cyclists in the area is useless. I would be very disappointed if we lost any parks in the shopping area for it. Preferred option would be to go back to original with cars kerbside

**Submitter details:**

Suburb = Newlands City = Wellington

Occasional visitor

Age group = 40-49

E 356

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** C is the option that makes this the most accessible and the safest.

Personally I live in the Northern Suburbs so I've been riding the Island Bay Cycleway about three times. Once I've been cycling along the parade before the upgrade.

The stake I have is that the whole city, the region, and the country needs a new standard for safe cycleways. This project is what sets this standard.

For reasons of health, health budgets, traffic efficiency, connection with the surroundings, and full inclusion of people from ages 8 to 80, cycleways are now considered critical safety infrastructure.

Please go ahead with option C (or maybe B or D) and please do it soon.

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Johnsonville City = Wellington

Regular visitor

Age group = 18-29

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I strongly support any option which provides physical separation between cars and cyclists. In the current situation, and option A, cars are parking across the cycleway and the lack of physical separation means it feels unsafe.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 362

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** As a resident and vehicle user/commuter I ranked the options above in accordance with what I see fit for leading safety standards, people's enjoyment and future usability. I asked myself the question of what would provide me the safest and most pleasant use of Island Bay's main street. I decided I like option C the most as it offers all the key attributes the community seeks. Option C will also provide a more scenic attraction to the area.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 364

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/ Business Association.

Taking away parking will destroy the shopping village.

Allready it can be difficult to find a park. You may want to change the world to cycling and that's ok but not to the detriment of vehicle users. Cycleway would have been better completely away from the road.

**Submitter details:**

Suburb = Strathmore Park City = Wellington

Regular visitor

Age group = 60 +

E 365

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Dont like cars parking away from curb. Road and area is to busy

**Submitter details:**

Suburb = Houghton Bay City = Wellington

Other

Age group = 50-59

E 368

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** My main concern is to make cycling safer, particularly for kids. Anything that can be done to increase cycleway/road separation is positive. Wherever possible, I would encourage the Council to explore options that separate cycling from roads and I would have supported that if it was one of the options that had arisen from consultation. For future cycleway developments I would support the use of road reserve, town belt or other off-road options; I would also support initiatives that close some non-arterial roads or make them one-way if that was necessary to open up better cycling and pedestrian options. I would love to live in a city where cycling was one of the default options for getting from suburbs to the centre. Also, until recently I was an Island Bay resident; the Island Bay Residents' Association does not represent me, nor is it representative of the views of residents that I know.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 369

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Hataitai City = Wellington

Occasional visitor

Age group = 60 +

E 370

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 371

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option E island bay residents proposal

**Submitter details:**

Suburb = Strathmore Park City = Wellington

Regular visitorOccasional visitor

Age group = 50-59

E 372

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:** We've experienced D & C options in Germany, Netherlands, and Canada and found them to be very successful, safe and continuous.

**Submitter details:**

Suburb = Newtown City = Wellington

Occasional visitor

Age group = 30-39

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I have lived in Maastricht in the Netherlands. I have experienced all the types of cycleways considered in this consultation, both as a cyclist and as a pedestrian. Option B is widely used in the Netherlands. I believe advantage of Option B is the different levels. This is because the risk in other options is of pedestrians straying across the cycleway without looking, or of cyclists straying off the cycleway onto the footpath. Both can cause accidents. My experience is that with the different levels, this is less likely to occur - the pedestrian notices the change in ground level, and registers that it is a cycleway, and looks up to check for bikes. The cyclist stays in the cycleway because it is uncomfortable to ride up over the ledge and risks losing control. While this option reduces car parks, I believe scarcity of car parks could act as a 'nudge' to make it inconvenient to drive, thus hopefully reducing the number of cars on our streets. For lots of examples, see: <http://news.nationalgeographic.com/news/energy/2011/07/110713-cutting-down-on-city-parking/> All the options retain some parks, which is important for those who need to drive (eg due to young children, disability, elderly). I like having the parked cars as a buffer from the traffic lanes for cyclists - this will help more people feel confident to ride.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

# E 376

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:****Submitter details:**

Suburb = Kingston City = Wellington

Regular visitorOther

Age group = 18-29

# E 377

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I have many friends and family who cycle in Island Bay, I would love to get into cycling myself. I had a taste in Germany last year and made a failed attempt to keep it up in Wellington, because it's a lot scarier. But having an improved Island Bay Cycle Way will be a fantastic start and I'm rearing to get going!

One side piece of advice: Can we use a separate colour for indicating the cycle way? Red dyed concrete, or possibly yellow, like they do in the Netherlands. Green can be confused with the Bus-Only lanes of the same colour, and the green surface treatment currently used is very rough on tyres plus also requires maintenance to keep it tidy.

I have chosen Option C first because it is safe for cyclists to have a raised platform. However, the pedestrian footpath should also be on a separate higher level. The cycle way should be on the mid-level, sloping down to road level, with a buffer zone, and the drain below on the edge of the parking area at road level.

Option D is relatively good for cyclists, and also good for buses. But I do not think angled parking should be retained in the business zone at the expense of severely reduced pedestrian zone width. A wide pedestrian zone makes for a lively urban area, NOT lots of parking.

I have not chosen Option B, because the buffer island will be discontinuous at every driveway and very ugly. The cyclists will also be in the gutter, where they will be greatly affected by flooding and debris collecting here. Current levelling is bad in a few places where it pools every time it rains.

I have not chosen Option A because it is close to the original which would make me feel unsafe surrounded by fast and moving vehicles. It is much better for the cyclists to be protected by the parked cars, and also raised above them for improved visibility.

**Submitter details:**

Suburb = Te Aro City = Wellington

Regular visitor

Age group = 18-29

E 378

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I feel safer with a separated cycleway

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 50-59

E 380

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Keeps cyclists safe, room for walkers, tidy

**Submitter details:**

Suburb = Karori City = Wellington

Occasional visitor

Age group = 40-49

E 382

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Cyclists should be safe. Child cyclists should be encouraged. Adults should be able to ride at full speed.

**Submitter details:**

Suburb = Kilbirnie City = Wellington

Regular visitor

Age group = 40-49

E 384

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 385

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Back to the original original. Loosing all the parking spaces is not a good idea for any of the business's let alone the public. The parade has become to dangerous with the Bicycle lane most bikes are now going down Derwent Street

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 386

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay residents Association/Business Association

**Submitter details:**

Suburb = Mornington City = Wellington

Regular visitor

Age group = 30-39

E 387

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E- Island Bay Residents' Association suggestion (like option A with amendments)

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentOther

Age group = 50-59

E 388

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option E island bay residential/business

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 392

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to have the Parade restored to the original layout prior to the cycle way as proposed at the Island Bay Residents and Business meeting

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 393

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents' Association and Business Representative's proposal for a fifth option - Option E.

1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.
  2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.
  3. Put unmarked car parking back against the kerb, no markings equate to more car parks.
  4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.
  5. In the shopping centre retain the current shared space and car parks.
  6. Look at reducing the speed limit along The Parade.
  7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
  8. Retain pedestrian crossings on The Parade.
- To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Te Aro City = Wellington

Regular visitor

Age group = 40-49

E 394

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 50-59

E 395

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay residents/Business Associations plan. The only one that makes any sense.

**Submitter details:**

Suburb = South Gate City = Wellington

Regular visitor

Age group = 60 +

E 396

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Hi, I feel that option A and D are the best two BUT it should be Option A's RESIDENTIAL and Option D's BUSINESS. The current angled parking in the shopping area must be protected.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 50-59

E 398

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would prefer a return to the more useful original road layout with the addition of a green, textured cycleway as per the one that is currently in use along upper Victoria St. As a cyclist I find the current cycleway is too fraught for commuting speeds, especially if small children are making use of it. (I think it would be much safer for children to use the footpath as a shared pedestrian/cycle path but only for the younger folks.) I have been forced to go onto the road to bypass small kids which can be fraught for me and surprising for motorists. Plus, having the cycle track go behind the bus stops is crazy ... during the southerlies bus users use the lee of the shelter for cover if they can't fit inside and the path directs you into them.

As a motorist it has turned a once-pleasant road into an environment full of unnecessary hazards.

Putting on my cyclist's helmet again, it would be good if the cycle lanes on upper Victoria St could be extended in both directions onto Webb St. I appreciate cars have to cross over them but they are a visual clue that it is supposed to be a protected area and most motorists respect this pretty well. The roading engineers just seem to have put all the dangerous merging bits in the too hard basket for going up Brooklyn Hill, and it is the one place where more distinctive markings are required. Thanks for reading this. I was dubious about the original Cycleway plans and lobbied against them early on from a cyclist safety perspective, but now it is just as much from a South Coast resident and motorist point of view as well. Oh, and that idea for a contra lane up Cuba St ... is there someone at council who secretly wants to cull cyclist numbers?!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 399

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please return The Parade to the way it was with kerbside parking. I am concerned about the current lack of visibility around pedestrian crossings with vehicles seemingly parked towards the middle of the road obscuring pedestrians waiting to cross on the pedestrian. I have twice almost been run over on the pedestrian crossing at Reef St because vehicles travelling south have been unable to see me due to cars being parked approx 1.5 metres away from the kerb. Please return the carparks that were taken away. Local businesses, churches, the bowling club and medical centre all need adequate street parking, especially for those with limited mobility.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 401

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** no flipen posters of paul eagle and jumps

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentLocal business owner

Age group = 40-49

E 402

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I liked the old layout it was much safer and everyone liked it

**Submitter details:**

Suburb = Ngaio City = Wellington

Occasional visitor

Age group = 50-59

E 403

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return the route to how it was

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 40-49

E 404

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Having the cycle lanes the same level as the foot path allows cyclists to avoid people opening car doors on them

**Submitter details:**

Suburb = Khandallah City = Wellington

Occasional visitor

Age group = 18-29

E 405

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = Yes - Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

**COMMENTS:** Proper separation of the cycle way and the road. Safer and better looking - in the style of european cycle ways such as Lyon, France.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 40-49

E 406

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 18-29

E 408

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Te Aro City = Wellington

Regular visitor

Age group = 30-39

E 409

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 410

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** option d) No go, angle parking wilk reduce spaces on road already the roads are too narrow especially by the shops. option b) the cycle lanes down in chch are fantastic how they seperate the lanes awesome design and i hope island bay can do the same. this is why i like the option b one very similar design.

**Submitter details:**

Suburb = Northland City = Wellington

Occasional visitor

Age group = 18-29

E 411

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I think it's wise to separate the bicycle lane from the road. Too many cars do not think of bicycles when parking or pulling out of a park and by getting the cyclists on the other side of this would make the road a lot safer for all users.

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitor

Age group = 30-39

E 412

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Options B, C, and D all reduce the risk of cars colliding with bikes, and of drivers/passengers opening a car door into the path of a cyclist.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 413

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I prefer option C because it ensures safety for cyclists and would promote cycling.

**Submitter details:**

Suburb = Other City = Wellington

Regular visitorOther

Age group = 30-39

E 415

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - The Residents Association and Business Representatives proposal.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Other

Age group = 40-49

E 416

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option E as put forwards by IBRA cheers.. please disregard previous submission as was NO option E at the time

**Submitter details:**

Suburb = Te Aro City = Wellington

Occasional visitor

Age group = 18-29

E 417

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I like Option C because it makes it very clear that this is a cycle way, so no cars and no walkers will be on the cycle lane by mistake. On the other hand, I like the idea of having slated carparks in the option D, that way no one will open their doors wide and take out a cyclist with it. I'd say the layout of C is the best, with the parking of D.

**Submitter details:**

Suburb = Other City = Blenheim

Occasional visitor

Age group = 18-29

E 418

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 420

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Just stop fiddling with it.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 421

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I prefer an option the makes the traffic lanes wider. Under the current layout the traffic lanes are too narrow. I also prefer angle parking to be retained in the shopping centre. My second preference would be the option proposed by the Island Bay Residents Association on their Facebook page

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 422

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association. Put the cycleway back the way it was.

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:** Option E

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 426

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = v

**COMMENTS:** Alright, so option C makes the most sense to me compared to B and D.

B's main problem in my opinion is the complicated nature and hazards it produces. A less abled person will have to walk through a trough to get to the foot path - I don't think that's acceptable. C solves this by putting the lane at footpath level so cars still have something to park against.

I think there is a lot of hype around how A is too dangerous for cyclists. A will work, if people care and look out for one another, if people slow down and give others room, if we treat others will the same priority that we treat ourselves.

## Attachment to online submission 426

I recently returned from a trip to Tokyo and was simply blown away by the amount of cyclists and the level of infrastructure that supported them. So many people biked, and interestingly it seemed to be more in a utility context - for shopping, carrying children, carrying cargo, for business, etc.

Many bikes were older and without the sense of a status symbol that we seem to have in New Zealand. I saw maybe one or two "road" bikes, and only one person wearing lycra.

The other side of the coin was the infrastructure which was amazing, because there really wasn't much of it. There were only dedicated cycleways on the main highway-type roads where the speed limit looked like 60-70. They were seperated, if I remeber correctly, by some form of railing which looked more symbolic than structural.

So for what they "lacked" in infrastructure they more than made up with culture. Around 70% of all cycling I saw/participated in was in shared spaces. Yes, people over there can share. On the small residential streets or main roads with cars all around, or on footpaths and through squares - everyone shared. When I was a pedestrian the amount of cylists manovering around me on their heafy cargo bikes was aw-inspiring.

The rules were simple: everyone looks out for one another.

If you bike up behind some people you slow down and wait for a safe opportunity to pass. If you're on the roads, cars give you plenty of room and slow right down to your speed - and most importantly they're happy to do so! As a pedestrian you remain spacially aware of everyone around you and try and move out of the way when cyclists are coming, but if there isn't an opportunity to do so, then it's not a problem - no one is getting angry at a few seconds of lost time. It was in that week that I realised how impatient we as New Zealanders are, of how intollerant of each other we can be with our selfimportance.

No matter what option is picked for the cycleway, people will always need to interact with oneanother. Cyclists need to learn to not be arrogant and demanding with whatever is implemented. If option B,C, or D are picked there will be people walking from their cars, through the cycle lane, and onto the footpath. If neither side chooses to look out for one another then we will continue to fail. With option A, people driving their cars need to be more forgiving and tolerant of the cyclists meandering along the lane. They aren't there to get to wherever they are going in the fastest way possible, and there is nothing wrong with that.

So this is for the designers of the new cycle way(s) - You cannot win. A design can be the best it could ever be, but that wont be enough. Culture will time and time again trump good design. I just hope that as things progress we can learn to treat each other with respect - respect for how one another want to move through the world, and humility for ourselves so that we can all enjoy life at a different pace.

Thank you and good luck,

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 427

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Separating cyclists from traffic and clearly defining it from the footpath is the most logical option. Cars travel at 50km/hr, cyclists 15-40km/hr, pedestrians 3-10km/hr. They are not compatible and so should be kept separate.

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 50-59

E 428

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 429

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I don't think any further enhancements should be done to the cycle lanes. The money should be spent on building cycle lanes or trails to get cyclists from Dee Street into town.

**Submitter details:**

Suburb = Wellington Central City = Wellington

Regular visitor

Age group = 30-39

E 430

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd =

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** To make effective, usable cycle ways you need to make them feel safe for beginner cyclists. Separating cyclists, pedestrians and drivers is the best way to achieve this. Having drivers have to cross the cycleway to park is not a cycleway, it's just a road. The northern part of Victoria St has this and it is completely ignored by drivers and not effective as a cycle way.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 431

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I support: Option E - Island Bay Residents Association/Business Association.

I want the Island Bay Parade restored to how it was before this exercise in ignoring the will of the Island Bay community began. It has been a massive bureaucratic debacle and an utter waste of money.

Worse than that it has been a thoroughly undemocratic process beginning with a railroading council vote for the cycleway by councillors (none of whom lived in the Southern Ward), through to the entire 'Love the Bay' sham which was just a ploy to quiet down the protests prior to the local elections last year. They just would not admit they rammed it through and say SORRY!!

They should be absolutely ashamed of themselves for this disgusting behaviour and for wasting millions of dollars of ratepayer money. No wonder people disengage from politics and do not turn out to vote when they are treated like this.

E 433

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 434

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return it to the way it was

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 50-59

E 435

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** As a road cyclist my biggest fear of accidents in the suburbs are with people (especially young children) and animals rather than vehicles. I believe it is safer for me to cycle out on the road rather than closer to the footpath where people will dart across the cycle lanes in order to cross the road, or just inadvertently stroll onto the cycle lane. At 30 kph it is going to hurt me more than them.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentLocal business owner

Age group = 30-39

E 436

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Because the way it was before was much safer all round. The way it is now is a joke and is putting cyclists at more risk than ever. The simpler the better

**Submitter details:**

Suburb = Other City = Auckland

Regular visitor

Age group = 40-49

E 437

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** option C is the safest option and will encourage the most people to get out of their cars and bike

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E from the residents association!!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I'd like to adopt Island Bay residents proposal e

**Submitter details:**

Suburb = Wadestown City = Wellington

Occasional visitor

Age group = 30-39

E 441

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** For me, the key thing is to separate different transport spaces to reduce conflict between users. To that end, I think it is problematic to introduce a cycle lane that is the same level as the pedestrian walking area; particularly with children and others who may be distracted and not note oncoming cyclists. Having a different platform level provides a visual and sensory indicator that the space use has changed which people will notice at both the conscious and subconscious levels, meaning accidental collision should be minimised. My main concern is ensuring that sufficient space be allowed where vehicles turn in and out and cross the cycle path; cyclists can travel at high speed and cover a lot of distance in a short time; therefore a driver **MUST** be able to see far enough to avoid crossing in the way. Note that a person/bike travelling at 40km/hr covers 11m every second - or a more typical user at 20km/hr moves 5.5m every second - so if a vehicle is going to take 2 seconds to cross the path safely, a cyclist who's going 20km/hr must be >12m back to avoid collision. This sort of context is going to be critical in whichever proposal goes forward.

**Submitter details:**

Suburb = Other City = Tauranga

Regular visitor

Age group = 40-49

E 442

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Roadside cycleway with door zones, making as wide as possible, painted green. Same dimensions as now but parking against original curb.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 443

**COMMENTS:** I prefer the cycle lane to be at the same level as the footpath, as I believe this will be safer, and doesn't have to be the same width as existing cycle lane, meaning the road can be slightly wider. To make this safe however the cycle lane will need to be painted to ensure it is clearly differentiated from the footpath for safety from pedestrians. Through the shopping area I think bikes should use the road. It won't be safe cycling through the shops on the footpath. As a cyclist who travels at speed, I will be sticking to the road through there, so you need to make sure there is a safe way of doing this from the cycle path.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 60 +

E 444

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I prefer Option C primarily because it provides safer cycling where cyclists are not sharing the same part of the road as vehicles, and an elevated cycleway means cyclists are more visible to pedestrians (and vice versa). In my experience pedestrians present the greatest risk to themselves and to cyclists because they take no responsibility for their use of footpaths and roads, don't pay attention to what they're doing or to other users, and behave as if they have automatic right of way. While the current layout also separates pedestrians, cyclists and vehicles, the lane dimensions are not commensurate with the needs of each of these road users - neither the footpath nor the cycleway need to be as wide as they are for the volume of traffic and the peak and off-peak use.

Options B and D are acceptable but less beneficial than Option C. Option A is not acceptable because it retains the status quo which compromises vehicle driver safety, and would not be easily replicable throughout the rest of the city.

The short section of cycleway from Vivian St to Abel Smith St along Victoria St is the most beneficial and workable solution the Council has yet devised. This model is the most suitable in my view for other parts of the city where cycleways are planned.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 446

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Option E as advised by the island Bay Residents Association. Back as it was no parking enhancements

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 60 +

E 449

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like the parade returned to it's original state before the cycle-way was created. I drive down the parade 3 to 4 times a day and I should think I can count the cyclists I see over a week as no more than 4 or five at most including weekends (there are more cyclists in happy valley road than on the parade). This was a vanity project for the previous Mayor Celia Wade Brown and now that she is no longer either mayor or on the council then there is no purpose for it to exist.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 451

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I support Option C as it retains a separated kerbside cycleway which is safer for cyclists and pedestrians. I would prefer that the cycleway was at the same height as the footpath. I think it would be less safe for people moving between the footpath and cars to have two small kerbs, and it would be better to just have one between the cycleway and the cars.

I also support the three proposed changes to the bus stop placements.

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 30-39

E 452

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Option But is the safest option for pedestrians, Cyclists, motorcyclists, and drivers. All road users have their own defined spaces and it is very similar to what has been working well for decades in Holland, Germany and bike friendly countries. Although it is more expensive, it is worth putting money into safe cycling and sharing of the road. It is the most forward thinking of the options as well - the other options would be a step backwards in an age where we should be awarding people for choosing to cycle and walk due to the impact of vehicle usage in the climate. Option C is ok as well, but is not as safe as option But as you would share the space with pedestrians which is another safety issue for both parties.

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Occasional visitor

Age group = 18-29

E 453

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

ResidentRegular visitor

Age group = 40-49

E 454

**COMMENTS:**

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** I am happy with the current cycle way it feels safer for me as a pedestrian, as a driver, and as a cyclist. I think it works well as it is and money for cycle ways would be better spent connecting the current cycle way through Berhampore where the route into town becomes very dangerous for cyclist. This would be the real difference in increasing cycling as a commuting option.

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Having parked cars in the middle of the road is dangerous.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 458

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Kaiwharawhara City = Wellington

Regular visitor

Age group = 18-29

E 460

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Kelburn City = Wellington

Occasional visitor

Age group = 18-29

E 461

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd =

3rd =

4th =

**COMMENTS:** I love the idea of providing a safe place for cyclists to ride (encouraging Wellingtonians to get out and about on their bikes). Having the angled parking provides more parking spaces than having parallel parks and provides an easier way to park (mitigating the constant dings from those trying to parallel park!)

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 18-29

E 462

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I prefer Option B as it protects both the cyclist and the pedestrian. This is achieved by having the cycle lane on the inside of the parked cars (which provide protection from moving road traffic) and by having the cycle lane on the road level whereby the kerb protects the pedestrian from cycling traffic.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 463

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The Residents Assn and Business Representatives proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 464

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I like that cars and bikes are separated by this option. I appreciate that with so many intersections and driveways that there will be interactions but at I think this lay out will have less cyclists tangling with cars or buses.

It is great that council is moving to make shared roadways safer. We need to encourage more people to take transport other than cars. This requires a change of attitude and behaviour and change can be painful. I hope that Council is aware that just because a group claims to represent a community that does not make it truly representative.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 60 +

E 465

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** It's the most future-proofed option. Regardless of the parochialism of local residents, cycling is set to become even more popular so cars need to make way.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

ResidentRegular visitor

Age group = 40-49

E 466

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Keeping everyone safe as the cyclists are not as visible when approaching intersections as they are hifden by parked cars. We need to keep the centre median buffering to allow safety with wider vehicles and reduce the chance of sideswipes

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 467

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

E 468

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Thorndon City = Wellington

Occasional visitor

Age group = 18-29

E 469

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I want to return The Parade to how it was as per the proposal made by IBRA and the Island Bay Business representatives.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 470

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to original

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 471

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 472

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/business recommendation

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 473

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - IBRA and business recommendation.

**Submitter details:**

Suburb = Strathmore Park City = Wellington

Occasional visitor

Age group = 50-59

E 474

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** Roads are for cars primarily so the wider the road the better.

**Submitter details:**

Suburb = Other City = Greater Wellington

Regular visitor

Age group = 60 +

E 475

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd =

4th =

**COMMENTS:** Safety for all bike riders irrespective of age, skill level, confidence.

**Submitter details:**

Suburb = Aro Valley City = Wellington

Other

Age group = 60 +

E 476

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to see the roadway returned to the original design.

E 478

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** IBRA and Business Ass plan

E 479

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please please please put it back to the way it was. The Island Bay residents association plan is the only option.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 480

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The Residents Assn and Business Representatives proposal

**Submitter details:**

Suburb = Northland City = Wellington

Occasional visitor

Age group = 40-49

E 482

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** It won't feel like as a cyclist that you're trapped between the footpath and parked cars and you'll have more space to pass other cyclists and avoid obstacles.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 483

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** n/a

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 484

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** IB residents association. Putting it back the way it was without any more loss of carparks

**Submitter details:**

Suburb = Vogeltown City = Wellington

Regular visitor

Age group = 60 +

E 485

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I do not have an amended option. Separation of people on foot or on bicycles from moving cars is my highest priority. This makes option A unacceptable.

Secondly, my experience as a motorist is that backing out of angle parking into traffic is hazardous - especially if next to a long vehicle. A lot of space - at least a van-length of free space with no moving through traffic beyond the end of the parked car - is needed to make it safe. Thus, unless that is available, I do not give a lot of support to the angle parked option.

I like the options with a raised cycle way between the pavement and the parked cars - though it would have to be done carefully to ensure people do not trip as they step across to reach their vehicles or to cross the road.

I have been knocked over by a cyclist speeding down a very steep walk way, so means to ensure that people realise that they are stepping into moving bicycle territory is needed. Different colour of paving would help, as would speed restrictions on cyclists, especially when they are going flat tack down hill.

Making cycling more attractive would help to reduce greenhouse gas emissions and take traffic from the road.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 486

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Would like to go back to original design of the parade. Roadway was wide enough to cater to both vehicles and cyclists. Especially larger vehicles.

**Submitter details:**

Suburb = Kelburn City = Wellington

ResidentRegular visitorOccasional visitorLocal business ownerOther

Age group = 50-59

E 487

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back the way it was stop fartarsing about!! People hate what you've done its stupid dangerous and arrogant... Have a look the only time you see a cyclist is when their advocating for change . The way it is bus stops included has the feel of being designed by a child with a learning disability... If you can't get it right on wellingtons widest suburban street stop paying these fools for expert advice and don't inflict this kind of stupid on any one else

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 488

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 489

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option E a return back to normal.

**Submitter details:**

Suburb = Houghton Bay City = Wellington

Regular visitor

Age group = 40-49

E 490

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** N/A

**Submitter details:**

Suburb = Te Aro City = Wellington

Regular visitor

Age group = 18-29

E 491

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association and Business Association proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 492

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** Just leave it and stop spending money on it. There are other suburbs in more need of attention.

**Submitter details:**

Suburb = Broadmeadows City = Wellington

Regular visitor

Age group = 18-29

E 493

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Karori City = Wellington

Occasional visitor

Age group = 18-29

E 494

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Wellington Central City = Wellington

Occasional visitor

Age group = 30-39

E 496

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 497

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Similar to how they work in my old city, Munich. Feels much safer than current layout

**Submitter details:**

Suburb = Newtown City = Wellington

Resident

Age group = 18-29

E 498

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Seatoun City = Wellington

Regular visitor

Age group = 30-39

E 499

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** It's what I experienced in Europe. Safest option for everyone!

**Submitter details:**

Suburb = Aro Valley City = Wellington

Regular visitor

Age group = 18-29

E 500

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option B with a cycleway at road level with a raised kerb either side not only physically separates cycles from vehicles, but also physically separates cycles from perestrians. This is the same as the Dutch and Danish systems which work very well.

E 501

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association and Business Association proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 502

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I have chosen these options because they are all kerbside cycleway options. We need to make sure that the cycleway remains kerbside otherwise it will no longer be a cycleway. We need it to be kerbside so that it is safe.

My one problem is that it doesn't go far enough, a massive failure to me about the current cycleway is it is only for the parade, I would have liked to see a whole plan for Island Bay that, made sure there were cycleways to the beach, to schools, to the sports field and to the city. It is great having the parade but the whole cycleway journey must be safe, and it will not be truly right untill it is part of a whole connected cycling route. Which means that the rest of the route to the city is a make or break for this also. I am annoyed that this discussion is happening in isolation. When you put in the cycleway you better make sure it connects all the way to the city, it is only fair on the community and business to do that for the concession in parking and such.

I am a commuter cyclist so I cycle from Island Bay to the city everyday - I use the cycleway every day. The safest part of my journey is on the parade, and that is only because it is a separated cycleway. We need to make cycling in Wellington safer, that is the biggest barrier to more people cycling. I often get told that I am brave for cycling in Wellington and that other people won't cycle in the city, even through they would love to because they don't feel safe.

We also need to acknowledge climate change and the need to make a transition to sustainable transport options, this should inform the decision making process.

**Submitter details:**

Suburb = Newlands City = Wellington

Other

Age group = 30-39

E 503

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 18-29

E 504

COMMENTS:

**Submitter details:**

Suburb = Kelburn City = Wellington

Occasional visitor

Age group = 18-29

E 505

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

COMMENTS:

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Regular visitor

Age group = 30-39

E 506

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 507

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** After the meeting held on the 31st July 2017 at the Baptist Hall in Island Bay, another option was put forward by the President of the Island Bay Residents Association (Vicki Greco), which was "to return The Parade to its original state". This was going to be "Option E" which was agreed to at the meeting. This is the one that I want.

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Mornington City = Wellington

Regular visitor

Age group = 30-39

**COMMENTS:** Pure separation is the best way to maximise safety and use of the pathway by cyclists. The option best reflects the likely attitudes towards cycling in the decades ahead.

E 510

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option E - IBRA and business reps recommendations

E 512

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island bay residents and reps association

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitorOther

Age group = 18-29

E 513

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** return The Parade to how it was as per the proposal made by IBRA and the Island Bay Business representatives.

**Submitter details:**

Suburb = Other City = Masterton

Regular visitor

Age group = 50-59

E 514

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Residents Association and Business proposal

**Submitter details:**

Suburb = South Gate City = Wellington

ResidentRegular visitor

Age group = 30-39

E 515

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Newtown City = Wellington

Occasional visitor

Age group = 30-39

E 516

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Option B is safest for all - Separation from cars with a kerb barrier, and grade separation from pedestrians. I like cyclists not being forced to ride in the traffic - much better for children.

I live in Newtown and a good cycling connection would improve my travel and shopping experience in Island Bay, and make me much more likely to visit businesses such as the cinema, the butcher, cafe's, Burger Wisconsin, Brew'd and the beach. At present it's slightly inconvenient and time consuming to walk, and too close to drive - by the time I have got my car out of the garage I'd probably go somewhere else. A cycle would be a pleasant, convenient and fun way to shop.

E 518

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

E 520

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like the whole of the Island Bay Parade to be to be put back to how it was prior to this the expensive cycle-way abomination:

Option E:

1. Reseal the Parade.

2. Move the Bus stops back to where they were before.

3. Put unmarked car-parking back up against the kerb

4. Clearly paint, the colour green, a cycle-way on the roadside of parked cars.

5. Retain the current car-parks as is in the shopping centre village.

6. Retain the current pedestrian crossings on the parade.

7. Remove from footpaths all council built cycle ways (these are very dangerous for the pedestrians who walk on the footpaths and are supposed to feel safe from cyclists).

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 522

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association and Business Association proposal - returning The Parade to its original layout without removing car parks. As a female over 70 this would make my life so much easier and safer for me. I wouldn't have to feel like I'm going to be run over by cyclists and cars.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 525

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = South Gate City = Wellington

ResidentRegular visitor

Age group = 40-49

E 528

COMMENTS:

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 529

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

COMMENTS:

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 40-49

E 530

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I like the fact that it separates the cyclists from the parked cars, with a kerb to keep the cars far enough away that their doors don't open over the cycleway, while also separating the cyclists from the pedestrians and from the car traffic.

**Submitter details:**

Suburb = South Gate City = Wellington

Regular visitor

Age group = 50-59

E 531

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** It seems like the safest option

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 30-39

E 532

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

**COMMENTS:****Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 40-49

E 533

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** As a non-cyclist myself, who would like to cycle, I support the implementation of a network of cycleways throughout Wellington. In order for this to succeed and increase the number of cyclists in Wellington, WCC needs to design and build best practice cycleways, drawing on international and national best practice to inform this. Implementing non-best practice options, such as Option A or reverting to the original layout, are unethical from a safety point of view, and likely to result in a failure to increase cyclist numbers in Wellington. I would like to see my primary school children be able to cycle in Wellington, and Option A is completely unsafe for them.

I'd also like to point out that the Let's Get Welly Moving process resulted in a priority list that ranked cyclists above cars. Implementing Option A is entirely inconsistent with that. In addition, failing to put in place the better options is inconsistent with the WCC climate policy which has highlighted the need to reduce carbon emissions- this means we need to offer active transport as a serious option to replace car journeys. This requires good quality infrastructure.

I research in the transport and health area, specifically the health benefits of active transport. Failing to put an attractive, safe cycleway in Island Bay that, as part of a network, will increase cycling is a missed opportunity for the city to improve the mental and physical health of its citizens.

Finally, if the Council does not implement one of the better options (preferably option C), this sends a signal to all Wellington communities that the Council is not providing any leadership in this area, and that a small group opposed to any change can completely derail a policy that will result in individual and collective benefits.

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:****Submitter details:**

Suburb = South Gate City = Wellington

ResidentRegular visitor

Age group = 50-59

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd =

3rd =

4th =

**COMMENTS:** I feel very strongly that the angle parking should NOT be removed. Already the cycleway has had a negative impact on small local businesses, which are stressed in today's environment. Removing more angle parking will have a destructive impact on the village and its vitality. Please also remember that while cycling is great for some, it is NOT for everyone. Better public transport options are necessary before removing road options. Please do not go too far with this, too quickly, by making it harder to shop at the local village.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 538

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Height of cycle way is crucial to safety. Cars can not see approaching youth cyclists above parked car roofs approaching at intersections or driveways under option B or A

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 539

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association proposal.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 540

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** The previous version of the cycleway was the most practical, only Option A is similar to this. I drop my daughter at IB childcare and removing parking here will make that impossible. Tamar st does not have a turning bay for northbound traffic, I use the southbound one and find northbound traffic in this bay all the time, this is a safety concern. As a mother of young children living in Island bay I take my children to activities on the main road, there are too many parking spaces being lost and this will impede the attendance of myself and others at community activities as the current cycleway has already taken away the majority of parking in these areas.

**Submitter details:**

Suburb = Vogelstown City = Wellington

Regular visitor

Age group = 40-49

E 541

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Basically C, B and D are my favourites because they separate cars and bikes. C seems the best because being raised means you'll see and be seen better and the physical height difference is yet another separation from traffic. A is... well the same as the bad old days.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitorOccasional visitor

Age group = Under 18

E 542

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** Bicycles being on the same level as the cars is a good idea as they are travelling at a more similar speed. As an occasional cyclist I would feel much safer (and more likely to ride around) if there was a buffer between the bike lane and the cars.

I prefer option B, but angle parking is useful as it makes it clear to cars which ones are parked and where the driving lanes are.

**Submitter details:**

Suburb = Newlands City = Wellington

Regular visitorOther

Age group = 40-49

E 543

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I'm a road cyclist, I hate the cycle lanè. I prefer riding where the driver can see me. My mother lives in Island Bay and I've ridden down on a few occasions, but avoid it now.

A cycle lane when done properly is great. I've been fortunate to spend time abroad and have seen cycle lanes done well. Ljubljana in Slovenia has by far the best system and would be my recommendation to copy, particularly the setup in the city.

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 30-39

E 544

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I like the safety being separated from vehicular traffic this option gives and the chances of being seen seem high

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 546

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option e. Island Bay Residents Association / Business Association Proposal

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Cycle way is too big making it unsafe for drivers and pedestrians

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** Provides a level of seperation from cyclist and parked cars. Looks like a safe alternative for cyclist with less risk of doors being opened on them. Provides a platform for those getting out of their parked vehicle to stand on safely for cyclist to pass and then those getting out of cars can step over to the pavement.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 549

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like The Parade to be reverted to the way it was originally- before any modifications. The current layout, or amended versions is terrible. None of the options look sensible.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentOther

Age group = 30-39

E 550

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I chose option A because it is closest to the original, which in my opinion was perfectly functional and safe. However, I am very disappointed in the number of carparks you are determined to remove, especially in the shopping centre - this will be detrimental to local businesses, we have already seen it happen here in the Bay. I really don't see why there would still be visibility issues for residents once the current cycleway layout is reverted to the original - I don't believe there were issues before.

**Submitter details:**

Suburb = Other City = Thames

Occasional visitor

Age group = 18-29

E 551

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I am from Thames- a small town with not much traffic. When I visit Wellington, I want to explore the city by bike, but driving in traffic is really scary. With a separated cycleway and angle parked cars I would feel confident enough to explore the area and the local cafes, op-shops etc

**Submitter details:**

Suburb = Newtown City = Wellington

Occasional visitor

Age group = 40-49

E 552

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I live in Newtown and often visit Island Bay. I want all road users to be safe, and for all ages and abilities to be able to cycle if that's their choice.

**Submitter details:**

Suburb = Other City = Christchurch

Occasional visitor

Age group = 30-39

E 553

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Public spaces should be made for people from 8 to 80 years old. The city should be for the people in them, not the cars in them. Thank you for improving our public spaces for the people!

**Submitter details:**

Suburb = South Gate City = Wellington

ResidentRegular visitor

Age group = 30-39

E 554

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C is the safest, most logical, and aesthetically pleasing option. It is essential that the cycle path be separated from the road by parked cars - so much safer and less stressful for all road users. Options B and D are therefore alright. Option A is regressive and unsafe. What a great opportunity this is for the future of Island Bay.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group =

E 555

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as proposed by the Island Bay Residents Association. An option it appears that has deliberately been ignored by the WCC.

In order to preserve the heart of the community it is vital that the retail sector of Island Bay be supported by appropriate infrastructure . The proposed removal of parking spaces in the village area of The Parade will act in direct opposition to this. Medium density housing is part of the WCC plans for Island Bay (regardless of the wishes of the voting, rate paying residents) as such the retention of these parking spaces are essential to the continued presence of our Medical Centre, Pharmacy, Butchery etc. Not all residents live within ten minutes walking distance from these businesses and services, nor is it the lived practice of all residents to shop in a daily piecemeal fashion. Consequently the facility to park is required.

The pedestrian crossings can stay as they are and do not require lowering or raising; saving considerably in cost.

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 50-59

E 556

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd =

4th =

**COMMENTS:** Very difficult to see cyclists as a driver using the current layout

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 557

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** IBRA and Business recommendation

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 558

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 559

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association and Business Association's Option E

**Submitter details:**

Suburb = Highbury City = Wellington

Regular visitor

Age group = 50-59

E 561

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Prefer more planting or features to ensure separation with road.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 562

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would prefer Option E as discussed at recent Residents' Association Meeting

**Submitter details:**

Suburb = Vogeltown City = Wellington

ResidentRegular visitor

Age group = 40-49

E 565

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:** I live in Vogeltown and bike around with my toddler on the bike to and from daycare (Newtown), to Island Bay and into the CBD. We LOVE the cycleway and use it lots. However, having a separated and elevated path looks like it would be more visible, feel safer and provide a physical barrier from cars (ie, it will be obvious when parking where the edge of the cycleway is). I've noticed that vehicles quite often park on the cyclepath. Also, I selected the angle park choice because I imagine that this would slow traffic down around the cycle path even more.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 566

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** It makes no economic sense to undo what has been done already-it is a good start & with a little effort & positivity on the part of the community it can be a great example of sustainable transport options.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 50-59

E 567

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I am a cyclist and do not want an option where the car door can open and the cyclist go into it.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 568

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I am a cyclist and a driver and i use the Island Bay Cycleway almost every day and find the protected, separated aspect of it a great improvement. I feel the main benefits of the cycleway and the enhancements is that it has slowed traffic down considerably making it safer for all modes. My main worry, (along with car speed), while cycling in the traffic is driver doors opening between me and moving vehicles and this has been eliminated.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 569

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to put the Parade back to its original form - it worked well for many years for both cyclists and motorists and there were never as many accidents or near misses as with the current cycleway

E 570

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association option

E 571

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Paint it back

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 572

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I want it returned to the original road before the cycleway was created

E 573

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I think it should go back to its original state it worked fine for eveyone

E 574

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E island bay residents association/ business association

E 576

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Crofton Downs City = Wellington

Regular visitor

Age group = 30-39

E 577

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** IBRA choice

**Submitter details:**

Suburb = Houghton Bay City = Wellington

Resident

Age group = 60 +

E 579

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** My son is a keen cyclist and assures me that its anything but A. Never A. I am now a van driver and very little could be worse than what is there now. As it used to be is preferable I have lived in Island bay for 45 years and travel the parade at least once a day.

**Perferred option or ranking:**

- 1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking
- 2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level
- 3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements
- 4th = I don't have a fourth most preferred option

**COMMENTS:** Having the cycle way at a different height to the road helps with the cars parking and makes you feel safer on the bike. It's also more aesthetically pleasing.

**Submitter details:**

Suburb = Island Bay City = Wellington  
Resident  
Age group = Under 18

**Perferred option or ranking:**

- 1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements
- 2nd =
- 3rd =
- 4th =

**COMMENTS:** Please do not lose any parking

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to vote E as per discussed by ISland Bay Business Residents association which was discussed at meeting on 31st July.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** IBRA Business Recommendation

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 18-29

E 587

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** For safety reasons

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 588

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** As a 13 year old I don't feel safe biking on the road and would like to keep a protected cycleway.

E 589

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back, to how it was. Just increase the width of the original cycleway.

E 590

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I support the island bay residents association business associations proposal.

**Submitter details:**

Suburb = Other City = LOWER HUTT

Regular visitor

Age group = 50-59

E 592

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Common sense around health and safety for ALL people should prevail here, esp when there is NO evidence of this being best practice in NZ communities! OPTION E should be: The Island bay residents association and business association representatives for "actual" consultation and agreement!

**Submitter details:**

Suburb = Tawa City = Wellington

Regular visitor

Age group = 50-59

E 593

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I do not want a cycleway. Money should be spend on improving transport infrastructure and public transport instead of having a cycleway to benefit a very very few cyclists. A waste of public fund and rates paid by us.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 594

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like it returned back to the way it was

E 595

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** maintaining car parking is key! safety of cyclists with raised cycleway. raised median between cycleway and car parks is disruptive, hard for pushchairs and not aesthically pleasing.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 596

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** I strongly believe the changes have made it less safe for cars, bikes and pedestrians. I pick up my son from after school care during the week, regularly park outside shops, and visit friends living on the parade. I feel concerned every time I have to cross or park on the parade. It is also dangerous for small children getting out of cars. I and my family have used the current bike lanes. I feel that those who ride and those who drive need to be aware and considerate of each other. Being situated next to each other ensures this happens as it has worked in the past.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 597

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E islandbay residents association designs

**Submitter details:**

Suburb = Other City = Paraparaumu

Regular visitor

Age group = 50-59

E 599

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back to the original! Keep car parking the same as it was. Should never have been changed.

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 60 +

E 600

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I think option E reflects the wishes of the residence of Island Bay

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 601

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I have three members of my immediate family that cycle on a regular basis (2 every day and 1 at least every week). They all think that the kerbside cycle way is way safer than road side cycle way. A lot of the opposition to the cycleway seem to focus on redundant arguments (ie it is not safe to drive up the parade as it is not wide enough - I drive on the parade almost everyday and don't find it any more difficult or less safe than it was before)

**Submitter details:**

Suburb = Berhampore City = Wellington

ResidentOccasional visitor

Age group = 40-49

E 602

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** There is only one sensible solution and that is Option E, return it to it's original state including reinstating the car parks. I no longer go to Island Bay. The road is too narrow and it does not feel safe parking in no man's land. I've resorted to shopping in the city instead. Before you start on phase 2, Wakefield Park to Berhampore. Please be aware that since the upgrade to Wakefield Park it is now used 7 days a week. Which is fantastic, however this has meant that parking is already a problem for locals and park visitors. Any reduction to car parking on the street is unacceptable. This is a residential area. Our needs should come before the 2 to 3 cyclists I see in the morning. Far more people live here and use the park than cycle to work. This whole project should be scrapped. Its a vanity project for a few not the majority. I'm sure there are better things to spend the money on like endmsuring the WRCC are stopped from destroying one of the best bus serviced in the country.

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 30-39

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as per Island Bay Residents & Business association.

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Kia ora, I chose option C because as a cyclist I like the current layout I feel safe and I appreciate being recognised as a vehicle on the road however I have heard that for people with disabilities getting into cars there is difficulty when having to go down from the pavement, onto road level to get into their vehicle so if the cycle way was raised this issue wouldn't exist.

I would also like to acknowledge the shift in thinking towards alternative transport options that the visual cycleway places in people's minds. I hope it will help people who are fearful to try cycling for transport even if it is for short journeys.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 607

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

**COMMENTS:**

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Other

Age group = 30-39

E 608

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option E as put forwards by the IBRA

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitor

Age group = 18-29

E 609

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** It gives the safest outcome for cyclists by creating a physical barrier separating cyclists from the traffic. Options C and D mix pedestrians with traffic too much and may put off regular commuting cyclists though be more suitable for casual cyclists.

**Submitter details:**

Suburb = Other City = Sydney

Regular visitor

Age group = 50-59

E 610

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** A dedicated cycleway only on one side of the road with both directions covered in the same cycleway. Use Epping Road in Lane Cove and Ryde, Sydney as a model or Henley Marine Drive, Drummoyne, Sydney also as example. They work brilliantly.

It could apply to Adelaide Road and Parade but consider also this design taking it away from the Parade altogether and have it follow Adelaide road then move into Clyde st with connection to the South coast via Brighton st.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 611

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer option E as outlined by the Island Bay Residents Association, with some refinements. That is, to revert back to the original design with parallel car parking against the curb, a Safety Strip of 0.5 metres and a 1.5 metre cycle path between the curbed car parks and road. The 0.5 metre safety strip (2 times 0.5 metres) would replace the median strip of the original design.

Reasons:

1. The original design was just as safe as any of the new Options B, C & D. The accident statistics from the original design for safety are not materially different from the current design, therefore safety is not a compelling reason to change from the original design to either of the current design or suggested options B, C & D.
2. The original design would re-instate a number of lost car parks.
3. The current design means that car drivers are uncertain when bikes are using the cycle lanes because they are unsighted behind parked cars. The original design would mean that car drivers can clearly see cyclists. A further option here is to reduce the speed limit to 40 km/hr to assist.
4. Currently there is not enough room on the road for two large vehicles to pass safely.
5. Cycle riders, particularly fast riders, are uncertain with people getting in and out of buses, parked cars and also walking along and using the cycle lane.
6. In New Zealand it is more common for the original design, rather than the suggested options, B, C & D. These suggested options are more common overseas.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitorLocal business owner

Age group = 40-49

E 612

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** There needs to be separation between the different road users. The differing speeds and mass makes multi-use untenable.

**Submitter details:**

Suburb = Maupuia City = Wellington

Regular visitor

Age group = 60 +

E 613

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Safest options for both cyclists and vehicles

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 614

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association and Business Association proposal.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 40-49

E 615

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back to how it was originally

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 616

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Option A is substandard and a major step backwards for cycle safety. It fails to provide adequate separation between traffic and cyclists. Options C, D, and B all provide a safer cycling experience than the current layout.

**Submitter details:**

Suburb = Strathmore Park City = Wellington

Regular visitor

Age group = 40-49

E 617

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Existing setup is fine. Some enhancements (eg re-sealing and new road markings) should make it a little more workable.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 619

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 620

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I think going back to the original layout would be a big waste of money

E 621

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Need to keep the existing parking. The new road layout is completely stupid, but in order to keep cyclists safe and cars and buses away from each other, Option D is the most sensible

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 622

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:** A separated cycleway will make more people feel safer and increase the number of people who want to commute this way or cycle for leisure**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 623

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** We had hoped that there would be an option which provided a good balance among the interests of car drivers, cyclists, public transport users and pedestrians. We're dismayed that there isn't such an option. So our answer to the question, "Option A, B, C or D?" is "None of the above".

Firstly, it seems odd to try and finalise Island Bay scheme before the rest of the route into the city is determined. The ideal approach would be to separate cyclists from vehicle traffic (as is done extensively in Melbourne) – so we favour using green belt routes (alternative bike paths) through Berhampore and Newtown. The question would then be how those routes connect into an Island Bay cycleway, which could be a quiet route on a side road (e.g. Melbourne Road/Clyde Street) rather than on The Parade. We understand that there have been fewer accidents involving cyclists since the current cycleway was developed (though we haven't noticed a significant increase in the number of cyclists using The Parade), so we would suggest leaving it just as it is until the full route into the CBD is determined (but this does not mean that we support Option B).

All four options involve removing a large number of parking spaces on The Parade. We've lost 34 spaces already, and all the options involve removing at least 40, and up to 57 more spaces. That's a total of at least 74 and up to 91 spaces removed, compared with the layout that existed before the current cycleway. That will have a huge impact on the suburb, and we're disappointed that the options don't include any plans for replacing the lost spaces on The Parade with off-street parking and/or additional angle parking on streets adjacent to The Parade. We support the aim of creating a safe passage for cyclists, but surely it should not be necessary to make it so detrimental to motorists.

In our vicinity a possible site for off-street parking would be the dog exercise area on the north side of Reef Street. We're dog owners and we do use this area but would be willing to accept such a change of use. There may be some other off-street areas that could be used, but there would need to be a concentration of parking spaces near the main shopping area. The cost of replacing the parking spaces lost along The Parade should be included in the costs of the cycleway options. This would considerably increase their costs, but if so, then perhaps other options become thinkable.

There has been a lot of consultation, but we haven't seen any indication that the cycleway options are based on systematic research on where Island Bay residents travel, what for, and what modes of transport they use. We've lived at this address for over twenty years and we can offer some observations.

We live at the top of a steep winding street. There are about a hundred households along the street. This street is very challenging for cyclists. We're only aware of one intrepid person who cycles up and down it on a daily basis. Some of our other neighbours cycle the street occasionally. It's a tough slog for pedestrians too, especially going uphill, but there are a few more of them than cyclists. We often walk up and down because it's good exercise and we're prepared to take the time. The frequent wet and/or windy weather is a further challenge for cyclists and pedestrians. So it's not surprising that most of the street's residents use their cars to manage the topography. There are a lot of other hilly streets in the suburb and it's an important reason why Island Bay residents use their cars to get to shops, schools and other facilities within the suburb. A drastic reduction in parking spaces will make it more difficult for local residents to access local services. It is likely to encourage Island Bay residents to drive their cars to the CBD, Kilbirnie or elsewhere to do things they currently do in Island Bay. This would be counter-productive in terms of the aim of reducing congestion, pollution and greenhouse gas emissions.

We're in favour of taking steps to reduce pollution and greenhouse gas emissions, including encouraging walking, cycling and using public transport. But another important step is encouraging motorists to switch to electric and hybrid vehicles. They will still need to park somewhere. How about more off-street parking near the main Island Bay shops with fast-charging facilities?

We use public transport regularly and walk to the bus stop, but a number of our neighbours drive their cars down the hill and park them on The Parade in the morning and drive them back up in the evening. They probably then catch the bus to and from work, though some may transfer to bike. There are probably a lot of other cars that park along The Parade so their owners can catch the bus. We need to allow for this park and ride behaviour. Removing parking spaces may in fact undermine use of public transport, and again be counter-productive to the aim of reducing congestion and pollution.

So we would like to see the Council carry out research on the transport patterns of residents in Wellington South, if it hasn't done so already, and present residents with options for the complete cycle route from Island Bay to the CBD, these options to include plans for replacing any lost parking spaces. Then we would have a basis for choosing, and we would feel able to make a choice.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 624

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 626

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option A leads to a reduction in safety and a departure from the councils stated goals and best practice recommendations. I do not think we should compromise safety for the sake of aesthetics or convenience. I believe options C, B and D all provide safer options by segregating cyclists from motorists. This will enhance the ability of my children to use the cycleway and improve conditions for both cyclists and motorists. This debate is largely about how the public shares the road and I think that providing a separate space for cyclists is needed and will improve uptake of active transport and therefore reduce traffic and enhance public health. If there is a significant compromise that needs to be made in providing space for cycling infrastructure then rather than compromising safety, free car parking should be taken away.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 628

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** My preferred option seems the safest

E 629

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option e residents choice put it back as it original was and please stop wasting money

E 630

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 30-39

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Back to how it was before this mess.

E 631

**Submitter details:**

Suburb = Te Aro City = Wellington

Occasional visitor

Age group = 50-59

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Visibility is critical for cyclist safety. They must be able to see and be seen. Option c offers most visibility

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Resident

Age group = 50-59

E 632

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Raumati South (Kapiti coast)

Occasional visitor

Age group = 40-49

E 633

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Ranked by safety. Biking, esp. safe biking, needs to be promoted.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 634

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Physical separation of the cycle lane (in height) is important so that both pedestrians as well as parking cars don't violate the pace allotted to cyclists.

Having said that, the most preferred Option is to not to change anything. The current state is acceptable. Cyclists are much safer now. Upgrading Shorland Park or boosting Island Bay School facilities would provide a lot more value to the community than re-modeling the Parade.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 635

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** I am a regular cyclist, and primarily look to safety for cyclists on the route. Options B, C and D all look great. As option D maintains more parking in the Business District, that seems logical, although the relatively small convenience and reduction in parking for other options seems justified. B and C are both good options too

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 636

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I am submitting on behalf of Kaicycle, an organisation that uses e-bikes with trailers to cycle around the city collecting compost bins. We currently cover 5 suburbs from Newtown, and are likely to extend into Island Bay within the next year. Safety is a high concern with us, and we consider Option C to be the safest for our employees. Option B and D are also good options, but safety would be compromised in Option A.

**Submitter details:**

Suburb = Karaka Bays City = Wellington

Regular visitorOther

Age group = 30-39

E 637

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Returned to the original design & carparks reinstated curbside with a green cyclelane next to the moving vehicles. Cost is the least and most functional for both cyclists, motorists and pedestrians.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 18-29

E 638

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Because the current situation is rubbish, and has caused more issues! Why fix something that doesn't need to be fixed

**Submitter details:**

Suburb = Miramar City = Wellington

Occasional visitor

Age group = 30-39

E 639

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** It would be better to have the cycleway raised up from the road for better visibility to/from cars, and to stop cars from having the ability of infringing into the cycleway. It would need to have good delineation from the footpath so that pedestrians don't walk in the cycleway - a slight height difference with 'friendly' mountable angled kerbs, or a smooth drainage channel, would do this well.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 641

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** To return The Parade to its former glory and a functional format that has stood the test of time.

**Submitter details:**

Suburb = Other City = Coromandel

Regular visitor

Age group = 60 +

E 642

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 643

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I'm a cyclist and I feel a lot safer on the cycle way separated from moving traffic. Also as a driver I find the new curbing has made visibility a lot better when I'm pulling out on to The Parade.

**Submitter details:**

Suburb = Kilbirnie City = Wellington

Regular visitor

Age group = 40-49

E 644

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - put it back the way it was

**Submitter details:**

Suburb = South Gate City = Wellington

ResidentRegular visitor

Age group = 50-59

E 645

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The designs shown A to D are not to brief and ridicuolus plus far too expensive. I want option E as suggested by the IBRA.. it is the only action we the community will accept as much lower cost and PAINTS IT BACK to where it was before. The councils own paid for report before the shambles was created showed there was no need for investment in the Parade except repainting the existing cycle lanes, so why 1.7 million dollars and three serious car/cycle incidents later we are having to fix something that wasn't broken escapes me

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 646

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Because:

1. It looses the least number of carparks of all the options - these are vital for the businesses and the businesses are vital for the suburb - Many people live along the tops of the hills and it is often not possible or practical to walk, cycle or bus to the parade, also for those with mobility problems, they often need to drive to the shops or doctors
2. It brings back a median strip, this provides some tolerance for larger vehicles passing each other, also for driving in dark wet conditions - we have been told the new double decker buses are even larger than the current ones.
3. It would improve the visibility of the cyclists
4. It separates the cyclists from the flow of traffic
5. It is slightly simpler, if there are too many things to watch for, it causes sensory overload and increases the chance of things being missed
6. The footpaths need to be flat for use by motorised scooters (used by disabled) or those with mobility issues (sprains, strokes etc)
7. Separation between cycle-way and footpath, or cycle-way and cars should not be so small as to be dangerous for the cyclists
8. Separation between cycle-way and cars needs to be low enough to not impede opening of car doors

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 60 +

E 647

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E (return to the way it was without the so-called safety improvements) as per the IBRA meeting with Councillors Paul Eagle and Dianne Calvert

**Submitter details:**

Suburb = Other City = Stewart island

Regular visitor

Age group = 30-39

E 649

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Don't like passenger doors opening on cyclist

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put the Parade back to the way it used to be and reinstate the car parks against the curb with the cycle way outside the cars where everyone can see the cyclists. Reinstate the car parks that have been removed.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 654

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business recommendation.

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 60 +

E 657

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to see The Parade returned to how it was before the Cycle Way was installed.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 658

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I've made my choices as they keep the cyclist separate from the cars. Having a barrier between the bike lane and parked cars will improve the cycleway as currently cars are always parking in the cycle lane. A barrier will force them to park correctly.

**Submitter details:**

Suburb = Other City = Auckland

Occasional visitor

Age group = 40-49

E 659

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 661

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return back to the way it was. Alternatively we support the Island bay residents association option E.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 663

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

**Submitter details:**

Suburb = Kilbirnie City = Wellington

ResidentRegular visitor

Age group = 18-29

E 664

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** I think almost anything would be better than what the current situation is. I'm cities with a far more modern approach you will often see cycle paths conected to the footpath which would be a great idea to keep bikes out of the way of the parked cars. Option B keeps everyone happy, you don't have angry people on the footpath because a bike was to close and cars can't come in contact with the strip between the lanes, this will keep riders safe also, from cars and open doors. But anything is better than the current lane either way !

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 30-39

E 665

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** My suggestion is to have a 1m wide lane between parked cars and the road with a rumble line separating the road and cyeway. I am traveling through Munich and see the same current layout but it relies on the car drivers having alot of courtesy that nz drivers lack. I also see this option working throughout the city as it takes up less room I would be happy with even a 0.75m wide lane. I am a regular user of both road and mountain bikes for the last 24 years.

**Submitter details:**

Suburb = Other City = Wellington

Occasional visitor

Age group = 30-39

E 666

COMMENTS:

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 667

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

COMMENTS:

**Submitter details:**

Suburb = South Gate City = Wellington

ResidentRegular visitor

Age group = 50-59

E 668

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** In reference to the Stuff article "Hundreds turn out for public meeting on final designs for rebooted Island Bay cycleway" by Matt Stewart dated 31/07/2017 I would like to change my choice for the Island Bay Cycleway as outlined by the Residents Associations Vicki Greco to the 5th option Option E as she outlined as "a return to the pre-cycleway design, with the cycleway put back to the roadside of parked cars, restoring bus stops and removing speed bumps. The residents' association estimates it would cost only about \$750,000." My reason for the change as it fits more closely with my reasons for the original submission. to return the Parade to its original layout.

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Occasional visitor

Age group = 18-29

E 669

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** My preferred option is best because: it increase pedestrian space, cycle way is not with moving traffic, the cycle way is at footpath level so is easier to access for people getting to cars.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 670

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** These offer better cycle safety.

**Submitter details:**

Suburb = Te Aro City = Wellington

Regular visitor

Age group = 18-29

E 671

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I believe that option C, then B, then D, are the most safe options and will get the most cyclists out riding. Option A is the most unsafe, as it involves the highest risk of car-cyclist accidents

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 672

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to pre cycle way layout. The Lisa of another 40 parks as required in all suggested models is ridiculous. The number we have already lost makes life difficult for a number of residents. Plus I am sick of being verbally abused by cyclists. When I enter or exit my property my car briefly blocks the cycle way as I open or close gates ( which is needed as dog on property). I have had nasty aggressive interactions with cyclists because of this.

**Submitter details:**

Suburb = Strathmore Park City = Wellington

Regular visitor

Age group = 50-59

E 673

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

# Attachment to online Submission 673

Below is the Island Bay Residents' Association and Business Representative's proposal for a fifth option - Option E.

1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.
2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.
3. Put unmarked car parking back against the kerb, no markings equate to more car parks.
4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.
5. In the shopping centre retain the current shared space and car parks.
6. Look at reducing the speed limit along The Parade.
7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
8. Retain pedestrian crossings on The Parade.

To be confirmed but an indicative costing would be no more than \$750,000.

E 674

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer the Island Bay Residents Association proposal

Restore the parade to its original state.Put the money towards a cycleway that is actually going to be utilised

E 675

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 676

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** No cyleway

Put it back to what it was

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 677

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to go with going back to the original layout or the option the island Bay resident association has put forward.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 679

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd =

4th =

**COMMENTS:**

E 680

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** return street to original condition

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 60 +

E 681

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Clear and enforced separation between the cycle lane and the cars AND pedestrians. In many schemes I have seen with level pedestrian-cycle borders, pedestrians become the new cycle hazard, and vice versa. We don't want to move from car drivers complaining about cyclists to pedestrians complaining about cyclists

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 683

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I support the proposal put forth by the island bay residents association

**Submitter details:**

Suburb = Berhampore City = Wellington

ResidentRegular visitor

Age group = 18-29

E 685

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** It sure hard for my nana to get in and out of her house especially when it's raining because the car parks are so stupidly placed and nigh as well be in the middle of the road. REMOVE THE CYCLE WAY! THERE WAS MORE THAN ENOUGH SPACE IN IB FOR BOTH BEFORE YOU GUYS RUINED IT!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 686

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents & Business Association Option

**Submitter details:**

Suburb = Other City = Vitoria

Regular visitor

Age group = 50-59

E 687

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** This bike path option better protects cyclists and pedestrians

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 688

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** 1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.

2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.

3. Put unmarked car parking back against the kerb, no markings equate to more car parks.

4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.

5. In the shopping centre retain the current shared space and car parks.

6. Look at reducing the speed limit along The Parade.

7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.

8. Retain pedestrian crossings on The Parade.

To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 689

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** The separated traffic element of the current cycleway provides safety for less confident / able riders. With this I am happy for my 4 & 6 year old to use the cycleway. However the current arrangement allows vehicles to park haphazardly across the cycle way, particularly as the policing of it is so lax.

The cycleway has invigorated cycling in Island Bay, is a fantastic, well used asset and must be kept in some form.

However I believe the design element of Option D keeping the angle parking through the shops is important to maintain the vibrancy of these as an asset to the community. WCC might wish to consider a reduced (30 min?) parking time and actually police it.

It would be good to have parking wardens ticketing anyone outside marked bays - we often have vehicles parked over or so close to our driveway that it is near impossible to safely pull out without a good prayer first - when we have seen wardens in IB, they routinely ignore this at present.

I am also not satisfied to be represented in any way by the Island Bay Residents Association as this has been set up / overtaken by a militant, vocal minority that have no interest in any view than their own and will bully any dissent from their opinion. In my view this organisation is poisonous.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 40-49

E 691

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Would like cycles on curbside of cars and to retain as much business area parking as possible.

E 692

**Submitter details:**

Suburb = Takapu Valley City = Wellington

Regular visitor

Age group = 60 +

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E Island Bay Residents Association proposal

E 693

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business recommendation.

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 50-59

E 694

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association Proposal.

**Submitter details:**

Suburb = Other City = Masterton

Regular visitor

Age group = 60 +

E 695

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay residents Association and business proposal

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 40-49

E 697

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The parade is a mess now! In all my years living in IB I don't remember driving or cycling down the parade bring an issue, I have no memories of major accidents! But now there are daily issues! Businesses are losing revenue with car parks being removed!

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 50-59

E 698

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** This Is the best of a bad choice on offer, Please put the road back exactly how it was before the cycleway

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 60 +

E 699

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 700

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I'm 9 years old, and I want my sister and me to be safe when we're cycling.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 701

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

COMMENTS: THE ORIGINAL

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 30-39

E 702

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

COMMENTS:

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 704

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Paint it back to original

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Regular visitor

Age group = 60 +

E 705

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Why does the WCC not listen to the people? Please restore the parade to its original beautiful layout.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 708

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** I preferred option A as the cyclist is safe from opening doors. Having a buffer between the drivers and rear passenger drivers doors is great. When having a cycle lane between the footpath and passenger door, kids and passengers don't look, even people unloading and loading materials are not very aware or think of a cyclists safety as they are riding towards them in a cycle lane. As a driver I can see the cyclist coming towards me on the road side, when I'm turning into my driveway, it is much safer. before I have had a few close calls with cyclist travelling fast on the inside cycle lane as I have not been able to see them behind all the parked cars on the road and they pop out from the last car within a bonnets length to stop. Me or them. As a driver I find it safer for me when I'm backing out of the driveway as the back of the car can stick out a little bit so I can see any cars coming. These cars are able to see me and I them with no need for my entire car to come out into the middle of the road before I can see as with the present design. The only thing I don't like about Option A is the parallel parking in the community shopping area. I would prefer diagonal parking as this allows more parking for shop businesses in an already limited parking area. As a cyclist passing a parked bus on the inside is very dangerous as the passengers still get off without looking for cyclist. I would prefer the cycle lane goes around the bus on the road side.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 709

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Offers protection for cyclists, least number of parks lost. Would prefer footpath, cycleway and safety strip to be at the same level.

**Submitter details:**

Suburb = South Gate City = Wellington  
ResidentRegular visitor  
Age group = 40-49

E 710

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements  
2nd = I don't have a second most preferred option and therefore don't wish to rank the other options  
3rd =  
4th =

**COMMENTS:** ideally option A, but RETAINING angle parking  
whichever occurs, please ensure the unused markings are completely removed, when wet/low light, it's REALLY hard to figure out which lines are which - a real safety concern

**Submitter details:**

Suburb = Morningside City = Wellington  
Regular visitor  
Age group = 40-49

E 712

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level  
2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements  
3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking  
4th = I don't have a fourth most preferred option

**COMMENTS:** Reverting to the old layout is a non-starter, and Option A does not address the main safety concerns - cyclists and cars need to be separated. While B and D make an effort to place a hard kerb between the cars and cycle lane, the option in C to accentuate the physical separation is safer - and follows best practice overseas.

The road and footpath space to work with along the Parade is generous enough to accommodate all users, including residents' parking.

The current design isn't safe in terms of buffer zones, and the Council has never done anything to enforce the parking of cars along the street- they constantly park so far to the left they dangerously encroach on the cycle lane. Cars also just drive along the cycle lane and car parks constantly.

I would urge the Council to pick Option C. If not then whatever solution requires a physical barrier (as wide as is possible) between cars (parked & driving) and cyclists. There should be colour/paint along the entirety of the cycle lanes, and the layout should be as consistent as possible - avoiding the in/out nature riders need to follow at intersections currently.

Cars are not a priority. Rates should not be used to subsidise private car parking for residents outside their properties, especially rental properties that have 2, 3 or 4 cars for tenants. The Council knows (and needs to educate Councillors) that private car use will drop and arterial routes like the Parade will have to become higher density in housing, and road parking will reduce.

I personally would like to see the cycle routes expand in from Island Bay, and have them consider separating cars & bikes more ie. not even following the same route. It seems crazy to want to funnel bikes next to cars all the way up Adelaide Rd towards the Basin, when if the lanes dropped in West a block you could put cycle ways all down Hanson, Tasman & Tory Streets to the waterfront.

I do not see this as putting bikes above cars, but on equal footing, and allowing public transport and cars to be sent one way, while safer pedestrian & cycle ways go another route.

Please do not give in to the vocal hysteria of a few local voices in the immediately affected area - the cycle way in Island Bay needs to be fixed, and to provide a template going forward.

I support Option C as my first choice, followed in order by Option B and Option D. Option A is a nothing solution. And reverting the road to the old layout is laughable.

**Submitter details:**

Suburb = Tawa City = Wellington

Regular visitor

Age group = 30-39

E 714

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Cyclists are road users just like cars, motorbikes and trucks.

I suggest no cycle lanes - maximise parking for local business. Install those flashing warning signs so that wgen a cyclist goes down the road, other road users can be made more aware of their presence.

Use a publicity campaign to encourage safe cycling - as with all other road users, cyclusts need to adapt to hazards and take evasive action as appropriate. Remind cyclists that only ambulances fire engines and police cars are allowed flashing red lights.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 716

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option E - IBRA and business reps recommendations

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = The Parade

ResidentLocal business owner

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The IBRA and Island Bay Business association option - put the Parade back and re instate all the car parks -

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 30-39

E 720

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Modern design which works elsewhere especially Europe. If cycle lane adoption is to be a success in Wellington we need a high quality design and not cut corners.

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 30-39

E 721

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** It's safer for kids cycling as well as for pedestrians on the sidewalk.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentLocal business owner

Age group = 60 +

E 722

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I'm terribly disappointed with Council's objective to kill businesses in Island Bay and other areas. Not everybody can cycle or walk to go to buy groceries, go to the medical centre or the library, etc. The Parade was wide enough to cater for traffic, cycling, I'm a slow cyclist, walking and parking. Why did we need to change it? It has hurt and continues to damage the community.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 723

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please return The parade to the street it was, perhaps with some minor changes, if needed.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 50-59

E 725

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** The current layout is the best possible solution.  
Please remove the 'ghost lines' immediately

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 728

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association ; No need to spend over \$1M

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 729

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Revert to original roading hold accountable the fools who wasted rate payer money on work done to date and this arrogantly attempting to force council options on people but not formally including reverting to original roading as a viable option

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 730

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Be Brave! Please ensure our children and other cyclists are safe and retain the separated cycle way in Island Bay, wide enough for safe passing etc. Please do not revert to the unprotected, so-called "cycle way", it is ridiculous in the 21st Century. A properly separated, hopefully with a vertical difference to the road, and fully coloured along the length of the cycleway will be a game changer for the suburb and city.

Please also urgently ensure the Safe To School walkway at Mersey Street and The Parade is brought up to standard. At present our small children perceive they are safe with the small island, but it is not wide enough for a scooter or bike, and they do not have enough visibility to judge when it is safe to cross the road.

**Submitter details:**

Suburb = Other City = OtherOther

Regular visitor

Age group =

E 731

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

**Submitter details:**

Suburb = Berhampore City = Wellington

ResidentRegular visitor

Age group = 60 +

E 732

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E is the one, Counsellors' and the Council's so called traffic management experts need to accept that they got everything wrong. Didn't anyone teach you the "KISS" principle (Keep it simple stupid!) If it aint broke don't fix it

**Submitter details:**

Suburb = Aro Valley City = Wellington

Regular visitor

Age group = 30-39

E 734

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Keeping cyclists well-separated from traffic is the main priority from my perspective -- for the safety and comfort of cyclists and drivers alike. The focus needs to turn next to joining the Island Bay Cycleway to the CBD so that myself and my children can feel safe riding all the way through and really choose cycling as an alternative to trips by car.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 735

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = Yes - Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 736

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I preferred the Original layouts.

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 40-49

E 737

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentLocal business owner

Age group = 30-39

E 738

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like the Parade to revert back to the original layout before the cycleway was added .

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 30-39

E 739

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Safest for all involved. No chance for car drivers to hit cyclists. Especially when parallel parking. Parallel parking both sides then allows the parked car driver using wing mirrors to clearly see on coming traffic at all times. No guessing by using angled parking. Clear indication of designated area for cyclists. Pedestrians then know that cyclists are around due to green strip. Car passengers will not worry about hitting cyclists due to plenty of distance away from the green strip. Option "C" is the best option.

**Submitter details:**

Suburb = Aro Valley City = Wellington

Regular visitor

Age group = 18-29

E 740

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Option D is the most efficient use of space. Cars dont have to cut off cyclists to park.

**Submitter details:**

Suburb = Crofton Downs City = Wellington

Occasional visitor

Age group = 60 +

E 741

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please put it back the way it was.

While I'm not against cycling, the cost of all this is outrageous. Shame on you for not presenting this as an option; you know very well its the most sensible and what most people want.

What you've presented is 4 cycle friendly alternatives - but they are too expensive

Bottom line - I want the cheapest option available

**Submitter details:**

Suburb = Houghton Bay City = Wellington

Regular visitor

Age group = 18-29

E 742

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 40-49

E 743

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Option B would be my preferred choice overall. It maintains parking in the business zone which is crucial as the suburb increases in density and it keeps a designated bike path a bit lower so pedestrians are not tempted to walk on it.

**Submitter details:**

Suburb = Miramar City = Wellington

Occasional visitor

Age group = 30-39

E 744

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

COMMENTS:

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 745

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

COMMENTS:

**Submitter details:**

Suburb = Rongotai City = Wellington

Regular visitor

Age group = 18-29

E 746

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** OPTION E! put it back to how it was before the council got on their high horse and stuffed it.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 747

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer Option E - Island Bay Residents Association/ Business association. I like it the way it used to be. I didn't feel like I was going to hit any cyclists when I turn the corner.

**Submitter details:**

Suburb = Broadmeadows City = Wellington

ResidentRegular visitorOther

Age group = 18-29

E 748

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/Business Association proposal.

**Submitter details:**

Suburb = Churton Park City = Wellington

Regular visitor

Age group = 40-49

E 749

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Tawa City = Wellington

Regular visitor

Age group = 30-39

E 750

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 751

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I like the cycleway because i can ride to my grandmas house in Berhampore with my brother and my dad and we don't go on the road where it is not safe for kids. But we have to ride on the footpath where there isn't a cycleway so you should make it longer. If you make the cycleway like it was before that's bad for kids

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 752

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as per Island Bay Residents Association - resubmitting with correction "Option E" not "A"

## Attachment to online submission 752

### Option E. The Residents Association and Business Reps proposal.

1. Reseal the parade approx. cost \$280,000.00 based on Council figures for 2016 where they spent \$9.5million resealing 68km of road.
2. Move the bus stops back to where they were, this involve breaking up the kerb extensions the Council put on and re kerbing approx. half a km of the parade.
3. Put unmarked car parking back against the kerb, no markings equate to more carparks.
4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by .5 of a metre from the original cycleway design.
5. In the shopping centre retain the current shared space and carparks.
6. Look at reducing the speed limit along the parade.
7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
8. Retain pedestrian crossings on the parade.

To be confirmed but and indicative costing would be no more than \$750, 000.00 thousand.



**Submitter details:**

Suburb = Other City = Lower Hutt

Occasional visitor

Age group = 30-39

E 753

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Kerbside is the only acceptable option

**Submitter details:**

Suburb = Houghton Bay City = Wellington

ResidentRegular visitor

Age group = 40-49

E 754

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - island Bay Residents Association Proposal

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 30-39

E 755

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 756

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** It provides the best protection for the cycle-way users and best negates the arguments motorists use to claim the road is unsafe by the inclusion of a cycle-way.

**Submitter details:**

Suburb = Mornington City = Wellington  
ResidentRegular visitor  
Age group = 60 +

E 757

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.  
2nd =  
3rd =  
4th =

**COMMENTS:** Revert back to the way it was! It is extremely dangerous now!

**Submitter details:**

Suburb = Wadestown City = Wellington  
Occasional visitor  
Age group = 50-59

E 758

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.  
2nd =  
3rd =  
4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

I think WCC planners have made a pig's ear of the current cycleway & I have no confidence in their ability to implement anything better than what was originally there. Please refer to my points below.

Anecdotaly, the existing cycleway is little used. One local mother told me she does not let her primary/ intermediate aged children use it as it is unsafe around busstops and the shops. Fast, long-distance cyclists don't use it as it is too slow for them (the concept of queuing behind slow cyclists & passing only when safe does not seem to occur to them).

Anecdotaly, it is unsafe for other locals. In particular, for elderly/ partially abled/ not feeling 100% people getting out of their cars on the footpath side at the local Medical Centre are liable to be clouted by cycleway users.

Anecdotaly, one resident of the Parade has said how poor the sightlines are when she (80+ years old) & her visitors back out of her driveway.

From the evidence of the original cycleway plus the 4 options currently on the table, there is a strong anti on-street parking bent amongst the WCC designers. I object to this being a basic premise.

All of the cycleway options are flawed in that they do not address the northern end, i.e. Berhampore & beyond. While I am aware that Berhampore is beyond the scope of this consultation, I think it is dishonest not to at least sketch out likely issues. Only a fool starts to build a house by only having plans & funds for the foundations.

As a ratepayer I am offended by the costs incurred to date, particularly as compared to the original budget for the initial cycleway. WCC staff seem to think that ratepayers are a bottomless well; "they have no skin in the game". In a commercial enterprise, the current situation would force a radical rethink with the premise of not throwing good money after bad. Have any WCC staff been sacked for making such a poor job of planning & budgeting while also producing such an unpopular outcome?

The Parade is amongst the streets in Wellington being least needing of a cycleway, being wide, flat & straight.

I live in Wadestown so some would say I have less of an interest in what happens in Island Bay. However I visit there from time to time & am appalled by the current cycleway situation. I also recognise the thin end of the wedge when I see it: what happens in Island Bay today will happen over my way in the future.

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Maintaining car parking spaces in business district. Safety of bike lane being away from cars

**Submitter details:**

Suburb = Hataitai City = Wellington

Occasional visitor

Age group = 60 +

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E put forward by IBRA at public meeting. The cycleway does not work as it does in Denmark (Copenhagen) as they do not have the private driveways and have mostly Apartment Blocks taking up the whole block.

*Attachment to online submission 760*



**Submitter details:**

Suburb = Owhiro Bay City = Wellington

ResidentRegular visitor

Age group = 30-39

E 761

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

E 762

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Mount Cook City = Wellington

Occasional visitor

Age group = 50-59

E 763

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:** Kerbside bike lanes provide the best protection from traffic for cyclists including kids. This will encourage cycling which has lots of benefits. C has good road width and safety buffer width. Loss of angle parking in the village may be perceived as impacting local retailers but that is offset but more amenable pedestrian spaces.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 764

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** IBRA and business recommendation

E 765

**Submitter details:**

Suburb = Other City = Auckland

Regular visitor

Age group = 30-39

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents association suggestion

E 767

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

Island bay residents association choice

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 768

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Beacause it is more safe

E 769

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Back to the way it was before the changes

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association option E please.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association and Business Assets Proposal

**Submitter details:**

Suburb = Karori City = Wellington

Occasional visitor

Age group = 40-49

E 773

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Having cyclists next to pedestrians is much safe than next to cars.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 774

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** it makes the most sense, it's hard enough with buses trying to squeeze through, why mess with everything all for a cycle-way that isn't exactly overflowing with cyclists.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 775

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Seems most safe and sensible way forward

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 776

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Back to what it was as per Ib residence assoc submission

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 777

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I feel less safe since the cycle way was put in. I have seen many near misses between cyclists and cars plus have almost been taken out twice by cyclists when I have been getting off buses. Driving around Island Bay is trickier now due to the parked cars creating blind spots hiding pedestrians, cyclists and cars, not to mention the removal of a large number of car parks to accomodate the cycle way changes. Island Bay had a very wide street but the layout of the parks, configuration of the cycle track and horrible mess of road markings being done and re-done makes it a bit of an eye sore. I use the bus 95% of the time and as much as I would like to see more people cycle, the public transport we have is already so oversubscribed (ie: already reducing a very large number of cars), I also struggle to see more than a couple of people cycling to work each day. I imagine the low numbers are due to the berhampore section that is (in many cyclists words) the problem. I also have quite a few discussions with people 100% for the Island Bay cycle way who (in their own words) don't use the cycle way as its faster/easier to just bike on the road with the cars. So this begs the question, who is this cycle way for?

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 778

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to original

**Submitter details:**

Suburb = Kilbirnie City = Wellington

Regular visitor

Age group = 60 +

E 779

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** COST..IT SHOULD BE THE COUNCIL'S AS WELL..YOU ARE AFTER ALL ELECTED TO RUN THIS CITY FOR THE GOOD OF ALL RATEPAYERS ARE YOU NOT....

**Submitter details:**

Suburb = Johnsonville City = Wellington

Regular visitor

Age group = 60 +

E 781

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E #paintitback

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 783

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Would prefer Option A over any of the other options

**Submitter details:**

Suburb = Ngaio City = Wellington

ResidentRegular visitor

Age group = 50-59

E 784

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I'm persuaded by the elevated cycle path. This will be good for spotting cyclists and providing cyclists confidence that they will be seen.

**Submitter details:**

Suburb = Hataitai City = Wellington

Resident

Age group = 60 +

E 785

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I feel the cycle path needs a physical barrier from the road itself. This would encourage children to use the cycle way, and would make the road way a lot more natural than the current situation.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 786

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I favor a return to the original layout with no enhancements.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 50-59

E 788

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** "Option E - Island Bay Residents Association and Business Association proposal."

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 30-39

E 789

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/Business Association proposal.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 790

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** return it to original condition and use happy valley brooklyn as preferred route to city

**Submitter details:**

Suburb = Newtown City = Wellington

Other

Age group = 30-39

E 791

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I don't actually care about the car parks, but if it is the option that has the most compromise to all transport modes (car, cycle and pedestrian), than it seems to be one best suited. But cycling should be safe for cyclists, so some form of separation is necessary.

I am a future resident of Island Bay, so while I am not currently a resident, I will be soon. This cycle way is for more than just the current residents, but for all people who will live there in the future, and anyone who would want to visit the suburb. This improves the accessibility of Island Bay

**Submitter details:**

Suburb = Newlands City = Wellington

Regular visitor

Age group = 30-39

E 793

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as per island bay residents association

**Submitter details:**

Suburb = Wellington Central City = Cbd

Occasional visitor

Age group = 50-59

E 794

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I support option d as I think this would be the safest for cyclists and other users.

**Submitter details:**

Suburb = Roseneath City = Wellington

Regular visitor

Age group = 18-29

E 795

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** The road level cycleway confuses drivers and walkers about who uses the space. The cycleway would be best to be a painted lane on a widened footpath separated from pedestrians by street furniture and planting boxes, or a mid-level path below the footpath but above the road level like they do in Germany.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 796

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** No sorry

**Submitter details:**

Suburb = Tawa City = Wellington

Regular visitor

Age group = 50-59

E 797

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** I feel that option A is better from the safety perspective.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Resident

Age group = 50-59

E 798

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Khandallah City = Wellington

Occasional visitor

Age group = 30-39

E 800

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I believe it is crucial for Wellington to have quality (raised and separated from vehicles) cycling infrastructure. This route has been identified as a key pathway so the best cycling option (that does not reduce footpath width too much) should be picked.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 801

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** The original layout worked fine, and was appropriate to the tiny number of cyclists who actually use the cycle way.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington  
ResidentRegular visitorLocal business owner  
Age group = 40-49

E 802

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level  
2nd = I don't have a second most preferred option and therefore don't wish to rank the other options  
3rd =  
4th =

**COMMENTS:** Both cyclists and motorists win. Keeping the cycleway away from the road and elevated makes it much safer for both cyclists and motorists.

**Submitter details:**

Suburb = Hataitai City = Wellington  
Regular visitor  
Age group = 40-49

E 803

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level  
2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements  
3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking  
4th = I don't have a fourth most preferred option

**COMMENTS:** Cycle way wide, traffic lane wide but separated from cycles

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 40-49

E 804

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I do not wish to see any carparks removed from the shopping centre. Suburban centres are important to the liveliness and sustainability of a community. Removing carparks threatens the future of local businesses and increases traffic demand to other locations. This is self defeating.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 805

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 30-39

E 806

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Cycle lanes on roads are a bad idea

**Submitter details:**

Suburb = Houghton Bay City = Wellington

Regular visitor

Age group = 60 +

E 808

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like a return to the original layout, without so-called 'enhancements', i.e. no further removal of parking places.

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I am broadly happy with the cycleway as it is now, but I like the initiatives to improve safety for myself and my family. My partner and I cycle daily from Island Bay to the CBD, taking two cars off the road. Safety is paramount for us. Option C provides the greatest room to manoeuvre and hence safety, but options B or D would still be good. I am more likely to shop at the Island Bay shops if I can cycle; if I have to drive I will go to Kilbirnie. The cycleway is a no-brainer as Island Bay's population increases - we need to get people out of cars and onto bikes or the congestion will be terrible and reduce all residents' quality of life.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** It is the design that will cause the least number of accidents for cars, pedestrians, and cyclists because it is a design that everyone understands from other roads around New Zealand. It is also the most versatile as it doesn't require putting in raised concrete areas. It is also the most economically budget-wise of all the options.

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group =

E 812

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** beside the footpath is safer and more sensible.

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitorOther

Age group = 30-39

E 814

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Safe cycling for myself and my family is my priority. It will enable us to ride to the island bay shops rather than drive.

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 30-39

E 816

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Good separation between cyclists and motorists

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 50-59

E 817

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C raises cyclists slightly above road level, good for seeing and being seen. And cyclists won't feel trapped in a channel – there'll be more room to pass, or to avoid any obstacles. It needs a tweak to keep walkers and cyclists separate though. A slight height difference with 'friendly' mountable angled kerbs, or a smooth drainage channel, would do this well.

Option D trades off footpath space to make room for a median (in the residential area) and more parking in the shopping area. Footpaths will be narrow.

Counterintuitively, retaining angle parking could hurt some businesses – for example, there'll be no space for outside tables outside Bluebell café. And reversing out of the angle parks into the 3m-wide traffic lane won't be much fun.

Option B is most similar to today's cycleway. As with all the options, Option B improves intersection safety and continues the cycleway through the shopping area.

Riding between kerbs could feel like you are trapped in a narrow channel though, and will make it difficult for people to pass each other. If someone steps into the cycleway right in front of a cyclist without looking, there'll be nowhere for the cyclist to go.

Option A would be worse for cycling than today. It takes away the protection from moving vehicles – with narrow traffic lanes, trucks and buses would be right at your shoulder and unable to give you extra space. It doesn't pass the '8-80' test of being suitable for all ages and abilities. The engineering report says the whole Parade would need a lower speed limit for this option to meet NZTA guidelines, and that would likely cause motorists to 'rat-run' through quiet back streets.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 818

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option E; Island bay residents / business association

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 50-59

E 819

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 820

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** The kerbside separated cycle lane has always made sense. Making it a different height will hopefully help deal with the cars that ignore the markings and block the lane. Option D keeps parking in the business area; this is always congested, and really difficult to get a park. Option A is not something that should be looked at.

Please bear in mind that the IBRA group do not represent the views of the people living in Island Bay

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 30-39

E 822

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C appears to offer the greatest safety to all road users: pedestrians, cyclists, and car drivers. Blind spots are eliminated for cars through parallel rather than angle parking. I think Option C would encourage more cycling as peoples' confidence would be boosted as they would feel much safer and less likely to be involved in an accident with cars.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group =

E 823

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I vote for option E as discussed at recent Residents Association Meeting - i.e. return to original road layout which was 100% safe, without enhancements.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group =

E 824

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer option E as recommended by the Island Bay Residents Association & Business Representatives.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 825

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitor

Age group = 18-29

E 826

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Option A is my least favorite as the cycle lane is crossed over by parked cars. This is something we need to avoid. Option C is my preferred because cyclist have room to move and pass each other in the lane so as to limit riding on the footpath. I think the colour separation between cycle path and footpath is good.

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 30-39

E 827

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd =

3rd =

4th =

**COMMENTS:** I like option C as it protects cyclists with a physical barrier from traffic and prevents cars from entering the cycle lane when parking because of the raised kerb.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 828

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 829

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 830

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please return the Parade to the way it was with no cycleway. It's dangerous and hard to see the cyclists when driving down the street. It's had a detrimental effect on business in the area. And it's only used by a very few cyclists.

**Submitter details:**

Suburb = Melrose City = Wellington

Regular visitor

Age group = 40-49

E 831

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** Separating bicycles from traffic is absolutely crucial to removing the risk of fatal accidents from day to day travel. The wider this approach is taken the safer people can travel, and the more people will be encouraged to cycle as a viable alternative to clogging up the roads.

**Submitter details:**

Suburb = Newtown City = Wellington

Occasional visitor

Age group = 18-29

E 832

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Cycling should be separate from pedestrians and traffic for everyone's benefit and safety.

**Submitter details:**

Suburb = Khandallah City = Wellington

Occasional visitor

Age group = 60 +

E 833

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** In my view there was little need to change things in the first place, and the changed roading/cycleway layout is very confusing. I support Option A with consideration of any additional suggestions/improvements made by local residents who know the area well.

**Submitter details:**

Suburb = Te Aro City = Wellington

Regular visitorOccasional visitor

Age group = 30-39

E 834

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** We need complete streets providing for all modes. Cycleways should be built according to national and international evidence, which shows clearly that they're safer when protected from moving traffic by parked cars.

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 50-59

E 836

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Cycleways on the road side of cars are awful - they're dangerous (in the door zone), and won't foster a willingness by parents to get their kids onto bikes.

E 837

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Having the cycleway on the same level as the footpath, it will look a much nicer with less clutter (kerbs etc). That's why I prefer option C.

**Submitter details:**

Suburb = Karori City = Wellington  
Regular visitorLocal business owner  
Age group = 40-49

E 838

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking  
2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements  
3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level  
4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington  
ResidentLocal business owner  
Age group = 50-59

E 840

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.  
2nd =  
3rd =  
4th =

**COMMENTS:** I would like to see the parade cycle way taken away and returned to its original layout before work started. This is the what the vast majority of island bay residents would like to see happen. This layout is the safest ,cheapest and most practical solution to this fiasco. Everyone involved with all aspects of the current design should hang their heads in shame.

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** IBRA and Business Representatives Proposal Option E

**Submitter details:**

Suburb = Newlands City = Wellington

Regular visitor

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I want it to be put back how it used too be. I think the new design is absolutely stupid. It actually puts me off even wanting to drive to island bay. I also feel like it could cause alot of accidents. Cyclists manage to bike absolutely fine everywhere else in the country so why make island bay different and why change something that wasnt broken to start with. Just a waste of money that could be put to better use if you ask me. I vote putting it back how it used to be.

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 50-59

E 843

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** My preferred options are the safest options, therefore they are the options that will encourage more people to use bicycles as a means of everyday transport. We need to move on from the idea that it's sensible for everyone to run around enclosed in 2 tonnes of steel burning fossil fuel.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 844

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Refer Option E-Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 845

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I like the option proposed by the Island Bay Residents Association and Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 846

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Safety of cyclists and walkers should take preference over cars and parking spaces. I want a progressive transport city

**Submitter details:**

Suburb = Khandallah City = Wellington

Regular visitor

Age group = 40-49

E 847

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** It looks like the option that is a win for most users. Plenty of parking for local businesses, safe cycle way, safe walking. The parked car doors don't open into the cycle way which is good. Just need to make sure that there is enough room on the road for two buses to pass. The other option is to allow kids and elderly to cycle on the footpath and other fast cyclists to use the road like other traffic.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 849

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I don't think any of the options are safe or effective. Put the parade back to the way it was before. Wide, safe and beautiful.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option E = replace the road and cycle way as it was originally. Replace the bus stops as before and do not reduce the number of carparks at the shops or along the parade.

**Submitter details:**

Suburb = South Gate City = Wellington

ResidentRegular visitor

Age group = 40-49

E 853

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd =

3rd =

4th =

**COMMENTS:** I prefer no cycle lane as it is just not used enough and it currently makes it dangerous for people getting in and out of cars and for the cars as well. However if we have to have a cycle lane, please allow the road to be wide again and make it safer for the majority of the road users (which are cars). I maybe see 1-2 people a week using the cycle lanes, some weeks I do not see anyone using it. I chose this option, as it seems we have to have a cycle lane and if we do we should have it away from traffic as most children use the footpath to cycle anyway (even when there is a cycle lane)

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 50-59

E 855

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E . Paint it back

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 50-59

E 856

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 50-59

E 857

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return the Island Bay parade back to what it was before the new layout was forced onto us

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 40-49

E 858

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Miramar City = Wellington

Other

Age group = 50-59

E 859

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to see the road returned to as it was with perhaps a widened shared footpath for cyclists. I think that the people who have to live on this road, should have a voice that counts for more than ratepayers that may not actually live on the road. These people have to live with the end result 27/7. The current layout does not suit anybody, including cyclists.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 860

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

COMMENTS: Option E

**Submitter details:**

Suburb = Other City = Taupo

Regular visitor

Age group = 40-49

E 861

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

COMMENTS:

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Paint it back to how it was

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option E - IBRA and business reps recommendations

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 865

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

**Submitter details:**

Suburb = Wadestown City = Wellington

Other

Age group = 50-59

E 866

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I want the parade put back to how it was 30 years ago. We talk about historical buildings well the parade used to be an historical road beautiful and wide.....

**Submitter details:**

Suburb = Hataitai City = Wellington

Other

Age group = 50-59

E 867

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** "Option E - Island Bay Residents Association/Business Association"

**Submitter details:**

Suburb = Aro Valley City = Wellington

Regular visitor

Age group = 60 +

E 868

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Karori City = Wellington

Occasional visitor

Age group = 50-59

E 869

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Protection of cyclists from cars at this point in the cycleway is preferable for safety

E 870

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** As a young mum with children the current layout is not user friendly. The original layout was far better suited, particularly to elderly and mothers of young children who could 90% of the time find a car park near all amenities. As an Island Bay rate payer, I want the old Parade back.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 871

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Churton Park City = Wellington

Regular visitor

Age group = 30-39

E 872

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** IBRA Business recommendation

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 874

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** put The Parade back to how it was

**Submitter details:**

Suburb = Wadestown City = Wellington

Occasional visitor

Age group = 50-59

E 875

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I think option c is the safest for all road users. I don't like option a because it doesn't separate cyclists from traffic.

**Submitter details:**

Suburb = Other City = Eketahuna

Regular visitor

Age group = 60 +

E 876

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Te Aro City = Wellington

Regular visitor

Age group = 60 +

E 877

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Put it back the way it was. The cycleway has been an unmitigated disaster and destroyed the lovely openness of the parade as it was.

**Submitter details:**

Suburb = Kelburn City = Wellington

Regular visitor

Age group =

E 878

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like the Parade to be returned to the original layout. The present ill conceived social experiment does not work. There was no safety issues with the previous design. The costs involved in the councils options simply can not be justified to be supported by the vast majority of non cycling ratepayers for the tiny minority that do.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 879

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business recommendation

**Submitter details:**

Suburb = Other City = Paraparaumu

Occasional visitor

Age group = 40-49

E 880

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** Separated cycleways, away from heavy traffic routes and also distinct from pedestrian routes are likely to appeal to those new or thinking of cycling (including children) and also to more confident cyclist (commuters, etc) who want a smooth journey with minimal interruption from foot traffic.

**Submitter details:**

Suburb = Other City = Melbourne

Other

Age group = 30-39

E 881

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I support option C as the best way of increasing the amount of cycling in Wellington. A kerb-side fully separated cycleway, ultimately linking into a citywide network would be a huge improvement on the former road layout and current set-up. Option C ranks higher than B or D for me due to the slightly wider traffic lane width, and raising of the cycleway.

Although I am currently temporarily living in Melbourne, I have followed the IBCW process from its beginning and have submitted previously on a number of occasions. I have worked as a GP in Wellington for 9 years to 2016. Although there are a number of reasons for improving the cycling infrastructure in Wellington- congestion, environmental etc- my main support is due to the health benefits.

The health benefits from cycling are no longer in debate, with a recent BMJ study (<http://www.bmj.com/content/357/bmj.j1456>) confirming these by showing a 40% reduction in all-cause mortality over 5 years in cycle commuters. Unfortunately physical inactivity and its associated illnesses are a huge issue in NZ and a daily part of every GP's work, and the decisions that contribute to this high incidence are rarely made in a healthcare situation. Rather, transport and city planning have a much more important role to play.

Ultimately the best decision for the health of Wellingtonians is to increase the amount of cycling in the city, and the best way of achieving this is to build a safe, integrated and separated network on arterial roads, with cycle-friendly traffic calming on quieter residential streets. For this reason I strongly support option C.

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 30-39

E 882

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** Option D feels like the best choice because it would be detrimental to local businesses if we lost car park numbers to parallel conversion. I feel that Option A would be a waste of money and a step backwards. There would be a lost opportunity to improve the design and safety of the Island Bay community.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 883

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Car and cycle traffic should be separated. Angle parking dangerous.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 887

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back to the way it was and bring the bustops back as well. Maybe reduce the speed limit down the parade. It was big enough for both cars and cycles.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 888

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Separated and raised cycleway. I commute to work by bike. It's important the kerbing is easy to mount and isn't a completely shared pathway (like oriental parade).

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 889

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** That the cycleway is placed back to the way it was. It has been nothing but an absolute pain since the new one was put in place. More accidents have occurred and businesses have been affected, due the lack of carparks. Our community has become divided which I absolutely hate. We had such a beautiful suburb. Why did it have to go and get fixed when it was never broken. I am waiting for the day when someone is killed just because of a stupid idiotic cycle way that should never have been introduced. There will be blood on the hands of those who introduced this in the first place!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 890

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - The Residents Association and Business Representatives proposal.

1. Reseal The Parade approx cost \$280,000 based on council figures for 2016 where they spent \$9.5 million resealing 68km of road.
2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put in and re-kerbing approx half a kilometre of The Parade.
3. Put unmarked car parking back against the kerb, no markings equate to more car parks.
4. Clearly paint using green or another colour, a cycleway on the roadside of parked cars, increasing the width by half-a-metre from the original cycleway design.
5. In the shopping centre retain the current shared space and car parks.
6. Look at reducing the speed limit along The Parade.
7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
8. Retain pedestrian crossings on The Parade.

To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 60 +

E 891

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** island bay residents option

**Submitter details:**

Suburb = Mornington City = Wellington

Regular visitor

Age group = 40-49

E 893

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 894

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I wish to vote for option E put forward by is IBRA. This is to put it back the way it was including all original and existing car parks

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 60 +

E 895

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please return the road to how it was. The current design is dangerous, and there is no need to remove as many parks as stated in option A

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 60 +

E 896

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer OPTION E as submitted by the Island Bay Residents Association. I wish for the road/cycleway to revert to the original design. This is the cheapest and best option for the Bay.

**Submitter details:**

Suburb = Other City = Town. Carterton

Regular visitor

Age group = 60 +

E 897

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** It would be better to go back to what it was before.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group =

E 898

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 899

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Kingston City = Wellington

Regular visitor

Age group = 60 +

E 902

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** 1 - Please reinstate the Parade to the Width it as to accommodate wide traffic (Buses etc ) as before but also accommodating a bicycle traffic lane.  
- one lane with two way bicycle traffic.

2 - Please apply Traffic accommodation 101 which suggests "The various forms of traffic should be separated.

3 - A network of dedicated cycle & walkways should be built to provide safe access into and across the city. This might require a greater level of vision than has been shown hitherto.

4 - I feel our financial resources are being wasted whilst we have in house resources who could paint and landscape suitable routes to provide safe and enjoyable avenues.

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitor

Age group = 18-29

E 903

**COMMENTS:**

**Submitter details:**

Suburb = Johnsonville City = Wellington

Regular visitor

Age group = 30-39

E 904

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Its the same as every other neiggbourhood in wellington. Footpath, parked cars, cycle way, road.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 906

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** IBRA and business recommendation. Option E

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Miramar City = Wellington

Occasional visitor

Age group = 40-49

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** better protection for cyclist from moving traffic

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 909

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The option 'E' is my preferred one. Return the street (Island Bay Parade) to its original status. All the options given so far are very costly and do not give the desired results. In fact the island bay residents are worse! The cycle lane, insisted on by WCC and installed by them, has never been considered being useful to all users of the Parade! The cycle lane is out of proportion and is very much favoring, one sparingly user of the lane, the cyclist!

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 40-49

E 910

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I want to keep the angled parking in the business area. Parallel parking is likely to be mayhem during busy times. If angled parking would have remained with Option A would have been my preferred option.

**Submitter details:**

Suburb = Morningside City = Wellington

Regular visitor

Age group = 60 +

E 911

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to original layout without enhancements other than a green defined cycle lane next to parking.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitorOther

Age group = 60 +

E 912

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** We do not like the cost of the A B C D options plus do not like losing so many carparks. We prefer Option E of the Island Bay Residents Association.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 50-59

# E 913

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I'd want to see properly separated cycleway which is next to the pavement away from opening driver doors. I've been doored and its not good. As a ratepayer I think priority should be safety of people on the roads is first. Also I think the footpath shouldn't be narrowed or comprised. My experience of angle parking is that its dangerous for cyclists and pedestrians. I commute past it everyday, and its always chancy. I see motorists backing out without looking, esp. when they park, then adjust their angle going back and forward in the angle park without looking.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

# E 915

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Keeping cyclists on the road but protected from motorised traffic makes the most sense.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 916

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 18-29

E 917

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I think separating cyclists from traffic will make it safer for them and means traffic speeds won't have to be reduced, which is why I like C, and D. I like that the cycleway is raised, as I think that will help with visibility of cyclists and is preferable to riding a bike in a channel, as in Option B. Option A seems least desirable as it is what is there currently and has neither of these benefits.

**Submitter details:**

Suburb = Khandallah City = Wellington

Other

Age group = 60 +

E 919

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as per the Island Bay Residents Association

**Submitter details:**

Suburb = Khandallah City = Wellington

Occasional visitor

Age group = 60 +

E 920

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to the original situation. The Council has already squandered far too much ratepayer money on this project and now proposing to spend even more by putting good money after bad! We should be spending this \$7M on more worthy projects (like restoration of the Town Hall?)

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 923

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

The Residents Association and Business Reprs proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 924

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Back to how is was

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 925

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** The advantages for option C are the increase in the cycling space, the increase in the driving space so buses can pass more easily & good sized footpaths. While I like that angle parking provides for extra parking, it's always slightly dodgy trying to look out for other traffic when trying to pull out. In theory more people should end up biking which should mean less car parks required...

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 926

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** I use public transport a lot and my biggest concern is the way in which cyclists must go between people getting off the bus and the footpath - some cyclists choose to ignore this feature and ride on the road instead and people waiting for buses stand in the cycle lane because they think it's all footpath. I don't know what the answer is except for it to return to the way it was. However, on the other hand, as a car driver, the loss of angle parking in the business area is a concern and it's possible that this will mean fewer people stopping at the shops. If it wasn't for my concern about bus stops I might have voted for Option D.

**Submitter details:**

Suburb = Other City = Lower hutt  
Other  
Age group = 18-29

E 927

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.  
2nd =  
3rd =  
4th =

**COMMENTS:** Option E that hasn't been added online. The one taking it back to how it was with wider cycle lane

**Submitter details:**

Suburb = Island Bay City = Wellington  
Resident  
Age group = 50-59

E 928

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.  
2nd =  
3rd =  
4th =

**COMMENTS:** I have lived in Island Bay for 18 years, I don't live on the parade but I cycle to work at the hospital, I also drive my car and I walk my dog's along the tree lined side of the parade. The cycle way as it is now is unsafe, as a cyclist it takes blind faith to ride on it, the alternative of extending the width and biting into the pavement will impact on the joy of walking along the parade, you have to use it to know what I am talking about. It is used by the elderly, dog walkers, parents with push chairs, scooter riding toddlers and the like. It is a strong feature in the appeal of living in this community.. the other options of having the cycle way back outside of parked cars but diminshing the road space, will not solve the problems already being faced by diminished driving space.. my remaining reasons for my choice of option E, i.e as suggested by the Island Bay residents association to restore the parade to its original design are as follows... I am concerned about the cost of all of the suggested options; restoring the parade to its original state with a clearly demarcated cycle lane on the outer lie of parked cars has to be more cost effective..the mere fact that this cycle way only provides a brief interlude in the trek into town really doesnt warrant any further expense, incidentally, I feel safer when the cycle way ends as I cycle uphill and squeeze through the bottle neck into Berhampore because there is no false security, I can see clearly the hazards that lie ahead.. Now my most strongly felt and slightly unsettling reason for favouring a return to the original is much more emotive, but of no lesser value. I have been a quiet observer of the process of change and interaction with the older community in Island Bay, they have obviously found a voice through the Island Bay Residents Association, I don't think they have been given a fair hearing.. I observed their objections, I observed their hope in the consultation process and I was unsettled when I saw that their preferred option was not actually presented as a serious contender in the options.. for someone who has not participated in the public forums but has garnered my information from conversations in the supermarket and on the street and community news papers I expected a fairer deal and a little more respect to be shown to this vocal part of the community, WCC, it is not a good look.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** E: Island Bay Resident Association And Business Association Proposal

# Attachment to online submission 930

I am extremely disappointed by the options available for residents.

We were told at numerous meetings by Councillors and Council staff that there would be an option to return The Parade as to what it was (Option A), there was no mention of ENHANCEMENTS.

These enhancements with reference to parking reduction, road width and raised calming measures make this option along with the other options completely unacceptable, they are detrimental to our community and myself and will destroy the small shopping centre.

If we were given Option A to return to what it was without the extremely detrimental enhancements and the majority of residents did not select this option I could accept that, but this option was not given to us hence very many people are angry, tired, disillusioned and now have zero faith in the Council.

These options have just built on my disillusionment with the whole cycleway consultation due to:

1) When we were first presented with the choice of options for what we have now I phoned Council and said I do not like any of them, there is no field/box for me to say this.

I was told Council is committed to cycleways the 4 options are your only choice, hence I picked the one that did the least damage, but I did not want it. Now I find cycle lobbyist are stating those figures as people who wanted one of those cycle ways designs, I am included in that figure but I didn't but was told I no choice it was pick one or don't complete form.

2) I spent ages working on my opinion for the traffic resolutions which included moving of the bus stops, only to find 6 months later my submission was not showing on the online list. Somehow it was lost, Council confirmed it had come in via email and they had the one before and one after but mine had disappeared.

The result for many from now on I feel will be a very low level of participation or interest in any future Council proposals or initiatives.

## IN RELATION TO THE CURRENT OPTIONS

I am not going to mention all the safety concerns I have for the proposed options these things I have written before in submissions and traffic resolutions, and others will re-state these in their submission.

Options for the Cycleway should have also looked at other factors that will affect the design, I am not talking about the 10 year plan I am talking about approved and existing developments that will have an effect on parking and traffic that are not mentioned by T&T (Tonkin & Taylor)

- Childcare Centre on The Parade opposite the end of Avon street, approved with no off street parking for 110 children, not yet full to capacity.
- Erskine development at eastern end of Avon Street all traffic for development exiting onto The Parade

## 1) PARKING

The TDG parking report commission by Council was done at the worst time possible, the first week of school holidays. During school holidays everyone know that roads are emptier and there are more parks available in areas where it was normally difficult to find a park.

### 1a) RESIDENTIAL PARKING

The Parade and adjacent side streets near the shopping centre are already at saturation point during the week and have been for years, and this stretches south pass the library and well north of the Avon Street intersection. This has been advised to Council numerous times in various submissions for developments or traffic resolutions, over the last 5 years.

In my street a few years ago though the street could get full during weekday business hours there was a quick turnover as most users were short term users of the shopping centre, apart from a few residents and a few park and ride from the hill above; parks overnight and in the weekend were not difficult to get. However this changed when Council approved a new childcare centre on The Parade directly opposite Avon St for 60 children with no car parks. Then, even though the current new cycleway was approved and the positions and number of car parks to be removed on The Parade was known, they approved an increase to 110 children and 20 staff, again with no car parks.

Since then from 7.30am to 5.30pm every week day our street was full with staff and some parents parking all day as well as the park and ride from hills above. However since the removal of parks on The Parade this has got worse, now even weekends and overnight is often full with those who live on The Parade who can no longer get parks (this includes the flats behind the shops), many are now in our street permanently. There is no room for short term shoppers.

Our daily ritual involves a series of moving the car during evening and day until we can park outside our house. Friends no longer drop in, deliveries are a disaster and others who use to shop here have started shopping in Lyall Bay or Kilbirnie.

Added to this is The Erskine Development at the eastern end of Avon St. The approved resource consent is for 96 units, childcare centre for 50 children, Cafe/Venue centre for 100, open 7 days/night per week. However there will only be 168 parks in total for all of above, staff at both the venue and childcare centre, parents, guest of residents and those using venue centre, service vehicles and residents only get 1 park per unit. So where will the large spill over park?? Avon Street and Clyde Street, the former has already been basically identified in TDG report as full to capacity.

During one proposed development we were told by the previous Mayor we could always apply for "Residence Only Parking". In our view this would further affect the local businesses as shoppers would not be able to use our street even if there were parks free.

### **1b) PARKING SHOPPING CENTRE**

In all but one of the 4 options T & T state that by removing 17 car parks in the shopping centre is only a 29% reduction, this is incorrect the reduction is 56 %

The shopping centre for most of us in Island Bay is the area between the 2 crossings where there is a butcher, chemist, hairdresser, cafes, postshop and with access to the supermarket.

Between these 2 crossings are 30 parks if you take away 17 that is a **57% reduction**, over half to be removed. Even if you add the 9 immediately north of the northern crossing (including 6 angle) just before and opposite Avon St, (not used by shoppers as normally unavailable) you still have a reduction of **44 %**

Council have acknowledged as far back as 2009 how important parking is to local businesses.

**"Proposed Speed Limit Reduction: Island Bay.** Data was collected in 2009, recommendations in the report have since been adopted, it states:

- *...the local business community have made it clear to the council officers that they value the availability of parking in the area and any gateway treatment should not be at the loss of any on-street parking in this location.*

### **1c) COUNCIL DISTRICT PLAN AND CENTRES REVIEWS state:**

*"Council is aware that in some Suburban Centres there is often not enough parking during peak trading hours which can cause shopper parking to spill over into nearby residential streets.*

heavy demand for kerbside parking and loading space leading to saturated parking conditions, with vehicles circulating looking for space.

Many existing residential areas near Centres do not have off-street spaces and sometimes the availability of on-street parking is limited. Council is mindful of the need and desire of residents to be able to park close to where they live. To reduce these problems and general street congestion, the council will encourage owners and developers to make appropriate provision for off-street parking. In circumstances where no, or limited off-street parking is proposed, the Council will seek to ensure that such development does not generate unacceptable levels of on-street parking demand or exacerbate existing problems in surrounding residential streets."

Does above not any of the above apply to the design of the Cycleway, is it not a development?  
We cannot take the removal of any more parking, we need what was taken returned.

## 2) TRAFFIC

The Parade is one of the main arterial routes into the city it is also one of the main routes for heavy vehicles travelling to the city's only landfill and a privately run clean fill site. Additional heavy vehicles and smaller delivery trucks service the supermarket daily. Five bus routes use The Parade with over 200 scheduled trips during 7.30am to 6.00pm. Additional unscheduled buses use The Parade to return to the depot in Kilbirnie. Numerous emergency vehicles use The Parade daily.

The Parade- Avon Street intersection is one of the closest to the shopping centre, a main feeder street of traffic on to The Parade from the hillside residences behind, two primary schools in Clyde Street and a day care centre in Melbourne Road, both the developments at Erskine and full participation at the childcare centre will increase traffic tremendously at this intersection, which could effectively double in itself as people circle to get parks.

There is already a high volume of traffic in lower Avon Street feeding on to The Parade during peak periods, of which there are three. Peak periods 7.30am-9am, 4pm-5.45pm and 2.30 to 3pm for both schools in Clyde Street. The latter involves vehicles queuing from The Parade intersection all the way up Avon St and into Clyde St. This has increased since the cycleway was built with people avoiding The Parade using Avon and Clyde St instead.

- The Erskine development is estimated to generate over 1,007) vehicle journeys per day in peak hour, (TDG traffic report) though I estimate this figure to be much higher.
- The childcare centre when at capacity (I believe it is only 50% at present), estimated at 110 twice a day also in peak hour

The narrowing of The Parade for vehicle traffic already slows it down to well below 30km, traffic is sometimes travelling at a crawl to safely get past each other especially if it is buses and larger vehicles. The increase in traffic by these 2 development at one intersection will only worsen the matter. The Parade needs to widen the lanes for vehicle traffic not narrow them. Therefore any cycleway design that narrows The Parade will only increase the tailbacks and cause bottlenecks.

## 3) THE PARADE LAND SUBSTRUCTRE

### 3a) VIBRATIONS & NOISE & POLLUTION

The ground is soft with a high water table in The Parade and adjacent side streets, many houses are very old and have bedrooms fronting the street, very few would have double glazing.

Noise and vibration from vehicles, uneven road surfaces and large diameter gravel seal are strongly heard and felt in houses on The Parade and adjacent side streets, those from heavy vehicles can be felt for some distance.

I am not on The Parade but an adjacent side street, with the construction of the Cycleway severe vibrations from sections of the road dug up or resurfaced could be felt and heard all day. Previously when The Parade was resurfaced with very coarse chip the noise of the vehicle's tyres spread into Avon St and Clyde St, hence we had to have the windows shut for months due to the noise.

Now we have the prospect of the return of speed bumps and raised table intersections with concrete ramps, hence permanent noise and sleepless night

### **3b) TRAFFIC CALMING MEASURES**

All options show raised table intersections with concrete ramps on side roads that connect to the Parade, please do not do this.

When the previous speed bumps, (now removed) existed at either end just outside of the shopping centre we were consistently woken up at night and through to early morning by large trucks or other vehicles hitting these bumps. Depending on their size it was the vibration or a loud banging noise or both, I understand this also happened at the ones at the other end of The Parade as well.

The ones that remain in the shopping area also cause problems, twice I have been in buildings when a bus went over them, both times I thought it was an earthquake. There has also been a number of people trip over them and I have heard of a few who have fallen, one I saw on Saturday morning.

There is also the environmental aspects which are known worldwide but not mentioned in T & T report. Air pollution from vehicle emissions and is linked to a wide range of health effects. These effects being directly related to the proximity of the source. Vehicle emissions include not only exhaust pollutants but also toxic pollutants from brake wear which account for 20 percent of all vehicle emissions. One of the bigger contributors to vehicle emissions is from diesel trucks and buses. Especially susceptible are children and the elderly. These exhaust pollutants are consistently associated with asthma development among children as well as influencing the severity and frequency of attacks. It is a suspected contributor to the increasing prevalence of allergic conditions.

- Councils throughout the UK are now being told to remove speed bumps as they increase air pollution. The repeated slowing down and speeding up almost doubles the levels of harmful gases cars pump out. They have found much higher levels of nitrogen dioxide (NO<sub>2</sub>) emissions.
- Pollutants from brake wear includes particles of iron, copper and organic carbon, they are released even when the brakes are not being applied. These particles cause inflammation and damage to lung cells.

### **4) BEST PRACTISES FOR CYCLEWAY**

The T & T report continually refers to best practice for the cycleway design, the term means that, if at all possible it is not a set of rules or law, not every situation is suitable for best practices and the design should be adapted to what is practical for each area and its community.

### **5) IN SUMMARY**

You have approved two developments that will contribute to traffic and parking demands, neither have been considered. We need wider vehicle lanes and more parking not less, we want to keep our shopping centre, not close it. The cycleway design is not decided yet, please return it to option E.

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 18-29

E 931

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 932

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as proposed by the IB Residents Association to put the road back to how it was before but with a few safety changes. This is much cheaper and there will be less car parks lost.

**Submitter details:**

Suburb = Mornington City = Wellington

Regular visitor

Age group = 50-59

E 935

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I ride through Island Bay several times per week on my road bike. I've never felt so unsafe on a cycle lane in my life. Point is: bikers are part of moving traffic! Make sure they get seen and they can see all other moving traffic as much as possible is crucial for bikers safety. Make sure there is a dedicated bikers-lane enhanced with colour on the road, clear road-markers. Foot-traffic is not part of moving traffic. It's incredibly dangerous to hide bikers behind parked cars, somewhere between foot-traffic and parked cars. I doubt if the person who came up with that idea has ever been on a bike. It's a miracle not more accidents have happened. Cars are often badly parked. Often with children/people not watching when they get out and open car-doors. There is one other issue: public in Island Bay public has become highly intolerant and almost aggressive by now. Cars are tooting their horns, people are angry, impatient, gesticulating. Education is an important part of the acceptance process. Biking is relatively new to many New Zealanders. Many kiwi's have never even been on a bike. So it's a new thing and it takes time for people to get used to another moving vehicle on the road : the biker. It's important that cars realise how vulnerable bikers are in an accident. That requires empathy, respect, understanding, education, patience and practice. Perhaps worth your while to give that some thought too :)

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 937

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** OPTION E THE RESIDENTS ASSOCIATION AND BUSINESS REPS PROPOSAL.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 938

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I ride on the current cycleway and I like being protected from the traffic by the cars. I think there should be more bike stands. I also think that there should be a raised barrier between the parked cars and the cycleway.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 939

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/Business Association proposal.

**Submitter details:**

Suburb = Strathmore Park City = Wellington

Regular visitor

Age group = 50-59

E 941

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** All options that separate cyclists from vehicles.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 942

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** I am one of numerous hospital doctors who use the cycleway to commute to work. Hospital staff are heavy users of the cycleway and yet our opinions have never been requested or given media attention. The current configuration is by far the safest for cyclists, motorists and buses. The Island Bay is the safest and most efficient part of my commute. Changing it will make us less likely to commute by bike. The hospital does not have enough parking for staff or the public and hence we need to decrease the number of cars coming into the hospital. Two doctors died in Dunedin commuting to and from the hospital or university - they were hit into oncoming traffic from which there was no protection.

The IBRA has received too much attention. They do not speak for all residents and their 'survey' was so flawed as to be a total farce. It didn't collect accurate data on all cyclists (did not include children or all adults living in a single residence), it was not sealed and it was delivered to business owners who had a vested interest in the outcome. I felt too intimidated to go to their 'public' meetings but have been utterly disappointed in the biased coverage.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 944

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. Island Bay Residents association and Business Reps.

The reduction in Parking under the other schemes is going to destroy local business which are vital for the growth of the community. The current layout is a mess and needs to return to the original layout, which is totally satisfactory.

*Attachment to online submission 944*  
**Option E. The Residents Association and Business Reps proposal.**

1. Reseal the parade approx. cost \$280,000.00 based on Council figures for 2016 where they spent \$9.5million resealing 68km of road.
2. Move the bus stops back to where they were, this involve breaking up the kerb extensions the Council put on and re kerbing approx. half a km of the parade.
3. Put unmarked car parking back against the kerb, no markings equate to more carparks.
4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by .5 of a metre from the original cycleway design.
5. In the shopping centre retain the current shared space and carparks.
6. Look at reducing the speed limit along the parade.
7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
8. Retain pedestrian crossings on the parade.

To be confirmed but and indicative costing would be no more than \$750, 000.00 thousand.



**Submitter details:**

Suburb = Owhiro Bay City = Wellington

ResidentRegular visitor

Age group = 30-39

E 945

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** The kerbside cycle lanes do not account for cyclist moving at different speeds (I.e. Overtaking). If there is an obstacle in the cycle lane there is no option to swerve to avoid it. Currently cycling on the present kerbside cycle path involves moving onto the pavement which is extremely dangerous at any speed of cycling, but reheprehensible about about 20km/hr due to the dangers to pedestrians and cyclists, this essentially prevents commuting cycling in island bay with a kerbside path.

The road is easily wide enough (by far) to allow for a simple and safe cycle lane on the left of each carriageway, this allows room to avoid obstacles, overtake other cyclists and will still give cars plenty of room to overtake cyclists safely.

If the aim is to make cycling 'on the road' safe for families hiding them from cars is not the solution, the more visible the cycling community is to cars the safer it will be in the long term as cyclists are accepted as a normal part of the traffic.

I write this as a cycle commuter who used to use island bay to get to work, I now ride through Rongati instead. Equally I no longer drive brought island bay sadly, despite living in owhiro bay I frequent the shops in island bay a lot less with the new cycleway in place

**Submitter details:**

Suburb = Woodridge City = Wellington

Regular visitor

Age group = 40-49

E 947

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Kelburn City = Wellington

Regular visitor

Age group = 40-49

E 948

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** What is fundamental from urban design and improvement in cycleway use is that legibility and safety go hand in hand. The current cycleway layout is too confusing and a mixture of too many layouts from one end of the parade to the other. Further the cycling between the parked cars and the footpaths, with adequate (900mm) allowance for car doors opening, is by far the best way to make cycling safe for everyone, hence reducing car usage and reducing congestion and hence improving travel times as well as improving community health outcomes. Therefore B leads in my view, followed by C and then D.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 949

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Removal of the 17 angle parks is unacceptable. This will ruin the village. Option A with retention of the angle parks is the best option.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 950

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** As an experienced young cyclist, who has visited multiple bike friendly cities and worked in the cycling industry for 5+ years, I believe that option D provides the safest and most user friendly option for the average Island Bay cycleway user (Commuters and families). I believe that a return to the original design is a step backwards that will lead to more people cycling on the footpath on their way to work and school.

**Submitter details:**

Suburb = Other City = Auckland

Occasional visitor

Age group = 30-39

E 951

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Because the three I chose all provide a safe cycle option for cyclists of all abilities. If there were a network of cycle lanes like this it would transform Wellington. It's what we're starting to enjoy in Auckland and I really hope my home city will do the same.

**Submitter details:**

Suburb = Other City = Wellington

Occasional visitor

Age group = 50-59

E 952

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return the area to the way it was. Restore all parking and remove the cycle way.

E 953

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option A doesn't provide a safe area for children on bikes due to visibility, location and traffic speed. Option B provides both a physically demarcated zone for bikes and pedestrians, which improves safety and visibility of cyclists. Parallel parking would mean less footpath space consumed for parking than angle parking if this option was chosen.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor Occasional visitor

Age group = 18-29

E 954

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I like being separated from the traffic when I'm cycling. I prefer it not being raised because then pedestrians sometimes use it as a footpath.

**Submitter details:**

Suburb = Other City = LOWER HUTT

Regular visitor

Age group = 18-29

E 955

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Prefer a shared cycle/road through the village

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 956

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Resident Association/ Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 957

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** I am 8. I use the cycle way with my family. I like it it is nice that it is more safer now because if you slip on your bike you don't really get hurt but if you changed it to number A that's what would happen because if you slipped you would go onto the road and could get run over by a car. So if you are going to change it I think it's going to be a bad idea and I wouldn't use it. It wouldn't be safe. I don't think anyone would go on it.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 958

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

**Submitter details:**

Suburb = Newlands City = Wellington

Occasional visitor

Age group = 18-29

E 959

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Leave it the way it is, changes may benefit cyclists but there are more drivers and public transport around Wellington than there are cyclists. Benefit the majority.

**Submitter details:**

Suburb = Te Aro City = Wellington

Regular visitor

Age group = 30-39

E 963

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:** I selected my favourite option because it makes it wheelchair accessible. The current road is now so narrow that getting in and out with my friend in a wheelchair is so dangerous and difficult. It also allows for more parks which is great for business. It also enables me when riding my bike a safer way to travel. Currently when I cycle it is very scary, especially for people backing their car out of their driveway. The current system is not safe and I have had a number of near misses.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 964

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** \* The separated cycle-ways align with three of the councils strategic goals (connected city; people-centred city; eco-city)

\* Option C is preferred as it separates cyclists, pedestrians, and traffic, while retaining the wide footpath on the western side (which gives Island Bay a distinct promenade feeling)

\* Option C is also preferred as it adds 0.2 m to the traffic lanes.

\* I have concerns about losing the angle parking in the business district, and would prefer to have the angle parking form Option D, together with the residential plan for Option C

\* The bus pinch points in all designs are problematic (as they cause conflict between cyclists and pedestrians). I would prefer a default route that goes straight past the bus stops (many cyclists currently do this anyway), with cyclists only going behind the bus stop as an alternative when the bus is there.

**Submitter details:**

Suburb = Hataitai City = Wellington

Occasional visitor

Age group = 18-29

E 965

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents' Association - return street to original condition. I have just got my learner's licence to drive, and The Parade is really hard to navigate. It's just a big mess of wandering lines and signage.

**Submitter details:**

Suburb = Other City = Lower Hutt

Regular visitor

Age group = 30-39

E 966

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option B is marginally better than option C due to the lower cost and the clearer separation of pedestrians and cyclists. The loss of parking in these two options would be well worth the benefits of having a good quality separated cycleway, as has been demonstrated by a number of studies around the world including NZTA Research Report 530 that looked at road space reallocation in shopping centres in Auckland, Wellington and Christchurch. It is also worth bearing in mind that retailers generally over-estimate the benefits of on-street parking outside their shops and business often improves when walking and cycling facilities are improved at the cost of car parking (for a handy summary of a number of studies from around the world see: <https://www.citylab.com/solutions/2015/03/the-complete-business-case-for-converting-street-parking-into-bike-lanes/387595/>).

I have not ranked option A as reverting to a painted cyclelane with no separation from traffic is a huge waste of time and money, and an incredibly backward and Trumpian choice of action. If a city wants to lead the world in livability and quality of life then it should be fully embracing active and sustainable transport. It is well established in the academic literature that the best way to encourage cycling is by installing high quality separated cycleways. This is why so many progressive world-leading cities are investing in networks of separated cycleways. Wellington should be doing the same if it wants to keep pace with these cities and improve the health, wellbeing and satisfaction of its residents.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 968

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please return the parade back to how it was , I had never felt unsafe back then in my car or on my bike now I feel threatened every time I drive or ride down the parade what the he'll were wec thinking?

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 969

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** please restore The Parade back to what is was. The new layout freaks me out.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 60 +

E 971

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Tawa City = Wellington

Regular visitor

Age group = 50-59

E 972

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** As submitted by residents association. Put it back at a much reduced cost. No enhancements.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 973

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer Option E. Island Bay Residents Assn. proposal. Take Parade back to the way it was.

I cannot support any of the Options A-D.

All these four options mean we will lose 57 carparks from the area, parking is hard enough now in the Bay. This loss of parking will also make it hard for Island Bay businesses

The costs outlined for Options A-D are incredible. \$4.1- \$6.2m for this short stretch of road! This is Ratepayers money being wasted to correct a problem WCC has created.

The present cycleway does not even meet the needs of the cyclists lobby, they cycle on the road. There was no problem with the cycleway or road we had previously- no accidents, no issues.

WCC has spoilt the beautiful Parade and divided and alienated the community, all to support the current idealogy of cycleways and to appease the cycle lobby.

I cannot support any of the first four options. I dread to think of the problems and rates rises if WCC try to roll-out these cycleways through Berhampore, Newtown and the rest of the city.

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 60 +

E 976

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** It is a simple layout and green colouring of bicycle lane makes the lane stand out to cars and bicycles so it is clear, even though cars are passing beside the lane.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 977

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer the option E as outlined by the Island Bay Residents Association - return the street largely back to what it was. Which has been safe for ten years for cyclists. This was the option I selected in the initial round of proposals before the current mess was foisted on us.

**Submitter details:**

Suburb = Lyall Bay City = Lower Hutt

Occasional visitor

Age group = 60 +

E 980

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** A cycle lane inside the parked cars is an absolute no-no. Angle parking is also a no-no but not as bad if the cyclist is between the parked cars and the footpath

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 981

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back to how it was originally. Stop wasting rate payers money for something that was never requested by Island Bay residents. Option E should be restore to how it was originally. You are still not heeding residents' wishrs

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 982

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to see it returned to it's original state.

**Submitter details:**

Suburb = Island Bay City = Wellington

Other

Age group =

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Please see our attached submission

# Online submission Attachment for 994



## 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

## Love the Bay – Cycle Aware Wellington submission

We would like to make an oral submission. Please contact

### Key points of our submission

- We support Options C, B, and D, in that order
- Option C is our favourite — if it has the right detail
- Option B is also good because it causes the least disruption
- Option D is also good for people concerned about loss of parking at the shops
- We don't support Option A — it won't achieve the project's aims
- We trust you to make the right decision

### We support options C, B, and D, in that order

We like each of these three options because:

- they'll all be safe enough for people from 8 to 80 to cycle on
- they all reflect best practice design for encouraging uptake in cycling
- they all provide a consistent, convenient, and comfortable design for cycling
- they all provide a solid kerb for parking against
- continuing the cycleway through the shops means better protection from cars, buses, and trucks, and makes the cycleway a connected whole rather than two isolated sections
- the straighter alignment of the cycleway and kerb will make The Parade less confusing for all users.

As well as all these reasons, we've detailed below things we like and things to consider about each specific option.

### Option C is our favourite — if it has the right detail

We principally support Option C. As well as the reasons stated earlier, we like this option because:

- it prioritises driver and cyclist safety — putting cyclists at footpath height makes it easier for cyclists and drivers to see each other
- cyclists will have more room for passing each other
- it provides more lane width for driving.

However, the detail of Option C must provide adequate separation between people walking and biking to avoid confusion and collisions. The cycleway must not appear to be a 'shared path'. Current Wellington shared paths (for example, the waterfront) prove that putting walkers and bikers together with no separation is problematic and reduces the level of service for both types of users.

Green paint is not enough to provide the necessary separation, but a slight height difference with 'friendly' mountable angled kerbs, or a smooth drainage channel, would do this well.

The design also needs to provide clear demarcation between the safety strip (next to parked cars) and the cycle lane, to remind car passengers to look before crossing the cycle lane.

## Option B is also good because it causes the least disruption

As well as the reasons stated earlier, we like Option B because:

- the cycleway is clearly separated from both the footpath and traffic
- it doesn't remove any space from the footpath
- it requires the least change to kerbs.

The downsides are:

- people cycling have no room to pass each other
- cyclists and drivers are more hidden from each other
- people exiting cars have to step down into the cycleway then up onto the footpath.

## Option D is also good for people concerned about loss of parking at the shops

As well as the reasons stated earlier, we like Option D because:

- it retains parking at the shops, which business owners may prefer.

However:

- it reduces footpath space considerably to accommodate a median strip
- it reduces footpath space at the shops, which will change the atmosphere of the shopping area and may mean the two cafes can no longer have outdoor seating.

We recognise that business owners and other interested parties will have strong views on the layout of the shopping area, and councillors will need to weigh these up. For us, the key consideration for the shopping area is to keep the cycleway continuous. Without a continuous cycleway, many riders will be put off, and the potential cycling take-up for the southern corridor to the CBD will be compromised.

As we noted for Option C, Option D must provide adequate separation between people walking and biking. The cycleway must not appear to be a 'shared path'.

## We don't support Option A — it won't achieve the project's aims

We don't believe Option A will meet the aims you've stated in the Wellington Cycleways Master Plan. You propose building a safe and comprehensive cycle network to:

*...reduce congestion, give people more transport choice, and make sure they can easily get to the central city and other important places around Wellington. (Page 1)*

You also say:

*It is important that we create a network that is suitable for experienced cyclists as well as beginners and less-confident riders. (Page 4)*

Option A does not create an environment suitable for beginners or less-confident riders. Instead, this option puts people on bikes right next to cars, buses, and trucks moving in narrow traffic lanes at 50km/h. The lack of a central median means vehicle traffic have no room to give people on bikes extra space.

Cycling right next to fast-moving traffic can be scary for even experienced and confident riders — it's not an environment that encourages novice riders. Many parents would not allow their children to cycle this close to fast-moving traffic.

Tonkin and Taylor's design report clearly states that Option A doesn't even meet NZTA or Austroads safety guidelines unless the speed limit is also reduced along the whole Parade. Reducing the speed limit for the length of The Parade would be very difficult to achieve and may also have undesirable side effects.

## We trust you to make the right decision

As a vibrant, growing city, Wellington should support a range of alternatives to car travel. We know your long-term vision includes reducing reliance on car travel, in order to reduce congestion, save residents and the city money, and increase liveability for everyone. Making the right decision about the Island Bay cycleway is one small step towards realising this vision. We trust you to keep the needs of the whole city and all its residents in mind when you decide what The Parade will look like in future.

Nā mātou noa, nā Cycle Aware Wellington  
13 August 2017

## About Cycle Aware Wellington

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've worked constructively with local and central government, NZTA, businesses, and the community on a wide variety of cycle projects. We represent around 2000 members and supporters.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 985

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I support options C, B, and D (in that order) because they all provide best practice design for keeping cyclists safe and encouraging more people to give cycling a go. Each of these three designs would be a big improvement on the current cycleway, and that was a huge improvement on what The Parade used to be like before.

Before the current cycleway, I used to find cycling on The Parade pretty hairy and scary. The traffic whizzed past at my elbow, and I had to be ever vigilant for car doors opening — a moment of inattention could mean being pushed off my bike and under the wheels of following traffic. I sometimes used to arrive home in tears after a near miss with a vehicle. Counterintuitively, the wideness of The Parade made it feel less safe for cycling — the ample width made driving feel more comfortable, which sometimes caused cars and buses to speed unintentionally.

Now, I use the current cycleway twice a day, and it's such a huge relief to finally feel protected from the cars, buses and dump-trucks. For the first time since I started riding a bike in the city, some 25 years ago, the council has built something to keep me safe when I ride my bike. I've especially noticed the difference this winter, when riding in the dark and the rain. Being far away from vehicles in these sorts of conditions makes a very big difference to how safe I feel.

I hope you'll now agree to keep or improve on the current cycleway. I would really hate to see my protection taken away. Option A would put me back into possible conflict with heavy traffic, and would make the cycleway less attractive for novice cyclists and completely unsuitable for children. Option A would be a backwards step in terms of safety, and in terms of the goals you're trying to achieve, and it would also undermine your ability to deliver on all the other cycleway projects you have underway.

We sorely need better protection for people who want to get around by bike. Please make the right choice for the future of our city.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 986

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Back to the way it was we can't afford to lose more car parks which will happen with your so called enhancements in option a

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 987

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association proposal.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 988

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association and Business Recommendation

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Back the way it was in the first place

**Submitter details:**

Suburb = Other City = australia

Regular visitor

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** : Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 992

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:** I prefer option D as it keeps the angled parks providing easier and more parking spaces in the actual shopping area. As someone with limited mobility having as many parks near the places I need to be as possible is helpful to me being able to use our shopping area easily.

I also like having the cycle way on/next to the footpath as I think this makes it more accessible to children, families and those not confident riding bikes on the road.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 993

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** return street to original condition

E 994

**Submitter details:**

Suburb = Other City = Feilding

Regular visitor

Age group = Under 18

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

E 995

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** The road was perfectly safe before all the changes. I absolutely hate using this road now and believe it to be very unsafe.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 997

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Want to revert to the original layout before the cycle way changes were implemented

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 998

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 50-59

E 1000

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1001

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option A is not safe for cyclists. I think the footpath-level or mid-height options are safest for children.

**Submitter details:**

Suburb = Other City = Paris (but am originally from Wellington!)

Regular visitor

Age group = 18-29

E 1002

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I support the idea of separating bikes from traffic with a raised island. I also think having the bike path and footpath at the same level creates a risk of pedestrian/cyclist collisions.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1004

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/Business Association proposal

I do not like any of the above options as I will not support any proposal that takes car parks away from the shopping center. The council clam to support local businesses but by taking car parks away are threatening their very livelihood.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1005

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** OPTION E ISLAND BAY RESIDENTS ASSOCIATION/ BUSINESS ASSOCIATION

**Submitter details:**

Suburb = Aro Valley City = Wellington

Occasional visitor

Age group = 18-29

E 1006

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I think what is in place currently is fine - it could do with a few adjustments to make the cycleway more pronounced, but not essential as it works well as it is. I think the money should be spent on making more cycleways around the city.

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Return it to the way it was

**Submitter details:**

Suburb = Strathmore Park City = Wellington

Other

Age group = Under 18

E 1009

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** a safer more helpful cycle way

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Other

Age group =

E 1010

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Not clear what is being done to meet the Urban Growth Plan to support walkability. Are the footpaths being made good again with full width dedicated pedestrian space? Are the connections to the bus stops being made good so that pedestrians do not have a conflict with cyclists when getting on and off buses? Having same level cycleways with footpaths will not achieve improved walkability. Your proposals only show part of the plan.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1011

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I think it's better to have the road go parked car, cycle, walk than cycle, parked car, walk. In saying that, any design that makes it harder for people to drive cards I like.

**Submitter details:**

Suburb = Melrose City = Wellington

Regular visitor

Age group = 18-29

E 1012

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1014

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The original layout. It was wide & safe, allowed pedestrians & traffic for all vehicles to move safely & with consideration, there was sufficient parking & without this local businesses & the Medical Centre are suffering greatly.

**Submitter details:**

Suburb = Other City = Auckland

Regular visitor

Age group = 18-29

E 1015

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1016

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I don't like the idea of the cycle lane beside the moving cars because you could break a bone if a car hits your bike. I like riding with Dad in the cycle lane to school.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1018

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Regular visitor

Age group = 30-39

E 1019

**COMMENTS:** I think the footpath level path provides a better use of space. Maximising usable area for both pedestrians and cyclists and allowing streetscape improvements to provide amenity. While the cycle lane indicates a segregated path, pedestrian priority should be reinforced at all times. This model has been used successfully for some time in Europe.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 60 +

E 1020

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** The raised cycleway draws attention to its existence when people are getting out of their cars and crossing over to the pavement. Cars are less likely to drive onto it.

Angled parking will cause too much congestion by interfering far more with traffic flow than parallel parking.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 30-39

E 1021

COMMENTS:

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitor

Age group = 18-29

E 1022

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

COMMENTS:

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1023

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** This seems to be the simplest and most cost effective option. ALL of the cycle lane needs to be painted green properly, not stop and start again. The old road markings need to be removed completely - they look like they're still there and it is confusing at night time (and in the day). There is also large cracks in the road which doesn't help, and makes me nervous when I am riding on my scooter. It is GREAT to have a cycle lane but I get nervous riding my bike in the current one because the ground slopes down to the curb, the road is rough and there is often gravel and sticks in the cycleway. I am also very scared of passengers of parked cars opening their doors on to me.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 50-59

E 1024

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Its safer for everyone

**Submitter details:**

Suburb = Hataitai City = Wellington

Occasional visitor

Age group = 18-29

E 1025

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents' Association option: return Parade to original layout without further loss of carparks. Street was wide and safe before Council disaster. Very few cyclists use cycleway and WCC has provided no evidence of increased cycling since road layout was changed. Paint it back.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1026

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 30-39

E 1027

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:** I don't think the current option works because drivers can't see cyclists behind cars. So when they turn into driveways or side roads, they don't look hard enough for cyclists. This is when I've had incidents with cars and almost been knocked off my bike numerous times. Until drivers can change their bad habits, we need something which either completely takes cyclists off the road, or something which makes cyclists completely visible at all times.

E 1028

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E island bay residents association.

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Representatives

**Submitter details:**

Suburb = Khandallah City = Wellington

Regular visitor

Age group = 40-49

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1031

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Houghton Bay City = Wellington

Resident

Age group = 30-39

E 1032

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Option D provides a safer cycleway whilst still providing parking around the shops where it is required. It also allows for a median in the roadway in the residential area which will help with the buses using The Parade.

**Submitter details:**

Suburb = South Gate City = Wellington

Regular visitor

Age group = 40-49

E 1033

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** option c will keep all road/footpath users safe, pedestrians, cyclists, and drivers. Currently, cars park over the cycle lane, so having the strip between the parked cars and cycle way raised will prevent this from happening.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1034

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I particularly like the idea of having the kerb barrier between the cycle lane and the parked kerbs. While initially I preferred retaining the angle parking in the village offered by option D, I've now come to realise that the loss of outside seating for the two cafes is too expensive a price for the angle parking. The outside seating is so important for the feel and vibe of the village - to loose it would be awful. With two under 5 children I have found the angle bay parking very convenient - so with it gone it would be good to add one or two family parallel parking spots alongside the disable parking spots. And also add a couple of family parking spots in the angle bay spots on the side road near New World. Lastly the narrowing of the residential footpath of Option D is too much - there are A LOT of buggies being pushed up and down the parade all day long, and option D's footpath would make it a bit too narrow for buggies to pass easily - especially when you factor in tree routes and holding the hands of other walking children while pushing a buggy....

**Submitter details:**

Suburb = Wellington Central City = Wellington

Occasional visitor

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back to how it was originally

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 30-39

E 1037

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Everyone should be able to freely use the road with their desired mode of transportation and feel safe in doing so. I feel that options C and B achieve this best by offering the safest protection to cyclists, pedestrians, and drivers. Having a physical barrier between cyclists and cars should help cyclists feel safer, reduce injuries and still allow plenty of space for other vehicles to use the road.

E 1038

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th =

**COMMENTS:** N/a

**Submitter details:**

Suburb = Oriental Bay City = Wellington

Occasional visitor

Age group = 30-39

E 1040

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd =

3rd =

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Safer away from car doors and not being pushed into traffic.

**Submitter details:**

Suburb = Ngaio City = Wellington

Regular visitor

Age group = 40-49

E 1041

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd =

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option A does not adhere to NZTA guidelines and it won't provide the levels of service that make it safe and comfortable for all ages and abilities to ride a bike. It is a retrograde step.

Option C is my preferred option because it provides excellent protection for cycling, and also gives pedestrians room. Will need clear design elements to mark the space between them.

Option B would probably feel like riding in a gutter as a cyclist, with not much room for other cyclists to pass you. The raised buffer for cars to judge parking is good, but this is achieved in Option C.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 50-59

E 1042

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd =

3rd =

4th =

**COMMENTS:** Option C appears to be the safest for bikes and cars, option D still fulfills those requirements but with a change to the footpath which isn't ideal but option B and A aren't going to be a good result.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1043

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** We have small children and it is dangerous the way it is presently

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back how it was

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** This is insanity! Where is the common sense? Please stop this now, take a breath & look out the window. We can share the Parade safely with respect & care without spending millions of \$, better spent on housing, environment & improving ageing utilities.

**Submitter details:**

Suburb = Other City = Stockholm

Regular visitor

Age group = 30-39

E 1048

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Kelburn City = Wellington

Regular visitor

Age group = Under 18

E 1049

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I think option c is the safest because it separates cyclists from the road the best

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1051

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Its more safe for my kids to walk out onto the footpath the onto a road

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1053

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I want the Island Bay residents association/business association proposal (note - I did not realise I could nominate the above as my preferred option so mistakenly selected option A in an earlier submission - I do not want option A. I want option E as described above)

**Submitter details:**

Suburb = Mount Cook City = Wellington

Occasional visitor

Age group = 18-29

E 1054

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I think the edge of the road e.g. between parked cars and bike lane, needs to be far more pronounced than it is at the moment. Having the cycle lane on a different level will achieve this. I think that is the problem with current cycle way - it looks like cars are almost parked in the middle of the road as it is not super clear that there is a separate cycle lane on the outer - this is more an issue at night and in the wet when road markings are not as obvious.

E 1055

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Houghton Bay City = Wellington

Occasional visitor

Age group = 40-49

E 1056

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** For cycleways to be effective and safe for all ages of riders, they should be physically separated from vehicle traffic. There are many examples of this design working in cities all over the world.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 40-49

E 1058

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/Business Association proposal.

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** What about giving cyclists their own road. Without doing that, its a road to nowhere, Island bay cycleway ends and then theres no room for cyclists in Wellington streets. Put the road back the way it was and use the median strip to create a road for cyclists that can be routed through the golf course and the many green belts we have to get to town.

**Submitter details:**

Suburb = Vogelstown City = Wellington

Regular visitor

Age group = 30-39

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Options B and C provide better barriers between cars and cycles than the current layout, which will make cycling safer. I chose B as my preferred option because, while the cycleway may feel narrow, the distinction between footpath and cycleway is clearer, which seems to me safer for both pedestrians and cyclists.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1061

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1062

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E island bay residents association and business association proposal

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitor

Age group = 18-29

E 1063

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Physical barrier is important to me as a cyclist and a motorist as it will make it easier to park. I prefer cyclists to also be physically separated from pedestrians so they do not get hit by cyclists going quickly.

Option a is a step backwards in terms of cycle safe cities and would waste money already spent.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1065

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1066

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 40-49

E 1067

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I choose Option A because it is the most similar to the original layout and has the lowest estimated cost and time duration. Option A would be further improved if angle parking is retained. I think that the changes to the road were unnecessary and a waste of money.

**Submitter details:**

Suburb = Other City = Porirua

Regular visitor

Age group = 50-59

E 1068

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Cyclists to ride through suburban streets not on the main road its a hazard!!!!

**Submitter details:**

Suburb = Other City = Christchurch

Occasional visitor

Age group = 18-29

E 1070

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** It is clear that the only way to make cycling a safe and attractive transport option is to provide separated cycleways. Any design which forces cyclists to cycle alongside high speed traffic with no protection is unacceptable.

**Submitter details:**

Suburb = Thorndon City = Wellington

Regular visitor

Age group = 40-49

E 1071

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** The design priority should be on segregating cycle traffic from motor traffic, to maximise safety for cycle commuters. The Parade, due to its width, is ideally suited to the safest possible cycleway design. Option D is preferable due to the reduced risk of open-door injuries to cyclists.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1072

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like the Cycleway removed and Island Bay streets returned to their original form.

I DO WANT A CYCLEWAY IN ISLAND BAY, but I want one that is safe for cyclists, pedestrians and motorists. The current mess you call a Cycleway is fit for no one.

**Submitter details:**

Suburb = Khandallah City = Wellington

Regular visitor

Age group = 60 +

E 1073

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Drivers and pedestrians expect to see cycles not he roadway and we are becoming more careful and tolerant of riders. The constant swerving in and out on the Parade is confusing

**Submitter details:**

Suburb = Thorndon City = Wellington

Occasional visitor

Age group = 18-29

E 1074

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** As a cyclist it would be safest. Providing some area on footpath for businesses, seating, pedestrians also important.

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** In most countries where cycle lanes are the norm the cycle ways are separated from the cars, thus options B-D are the only ones that make sense and would be safe. I do like B because it has a lowered cycle lane and hence avoids pedestrians using the cycle lane as an extended foot path. However I do think there is potential to still include the angular parking options proposed in D as I do think it could cause problems with reduced parking in the business area. So option B with the angular parking is what I would ideally vote for :)

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Regular visitor

Age group = 60 +

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Seatoun City = Wellington

Regular visitor

Age group = 60 +

E 1077

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C, but with another car park removed next to driveways so that a resident can back into it and wait for it to be safe to pull out on the road - otherwise you will have cars temporarily blocking the cycling lane as they wait to go out on the road - all with extremely poor visibility and no margin for error with such a narrow traffic lane.

It is important to separate pedestrians and cyclists, and slow down cyclists in places where they need to use a shared pathway. There is no point in decreasing the risk to cyclists if it just increases the dangers to pedestrians. I'd like to think that all cyclists are considerate of pedestrians, but unfortunately it is not the case. I see too many near-misses on footpaths and shared paths, particularly involving elderly or partially sighted pedestrians.

**Submitter details:**

Suburb = Other City = Wellington

Other

Age group = 40-49

E 1078

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1079

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to see The Parade returned to it's original layout before the current "Copenhagen cycleway" was introduced. That is... cars parked beside the kerb with the painted cycleway on the right hand side of the cars.

I'm not happy that car parks were removed and I'm not happy that you want to remove more carparks with options A, B, C & D. Please keep cycles of the footpath at bus stops, put the 2 bus stops you took out on The Parade back, put back as they were the bus stops at The Parade/Humber St and stop damaging our local businesses by removing car parks. Return The Parade to the lovely wide street it used to be. The old cycleway was very safe. You should have left it alone rather than using Island Bay as an experiment. Please listen to the residents. We want our Parade back as it was!

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 18-29

E 1081

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1082

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I favour a narrower footpath in order to accommodate a dedicated cycle way that does not result in a much narrower road. The Parade was previously a good width with lots of room to not have to worry about wide buses or trucks coming in the opposite direction when driving. It is now a cramped, narrow road where you often feel quite unsafe driving.

I also find the way the cars are parked as though they have just stopped in the road without thought, very disconcerting and the cars when parked are hard to see past as both a driver and pedestrian.

I do not think there should be any loss of car parking for the shopping area. We want to encourage not discourage local shopping. The reality is that Island Bay is not easy to walk to and from the shops with a young family so car parking is important if you want to go to the Library, chemist, cafes, butchers and fish and chip shop.

I am worried that all the options remove 40 residential carparks. This seems extraordinary as to why?????

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 40-49

E 1083

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:** I fully support the introduction of improved cycling facilities to the Wellington area. I also think it is vital to retain and/or improve the pedestrian facility. I live in Wellington for quality of life reasons, and addressing these issues will (in my view) improve the quality of life available for all in Wellington.

I think it is important that the integration of cycling facilities with vehicular (in particular) and pedestrian facilities is done in as consistent and predictable a manner possible - for safety and to avoid confusion as people move around (particularly for drivers, who have the capacity to cause the most serious injuries if confused).

I favour Option A as it retains the principle of simplicity. I heavily support the hatched door opening / separation zone - this is an excellent safety initiative - I see it working really well. I think (and my 10 year old daughter thinks) that this reduces confusion for car passengers (especially the elderly and the young) who alight from cars and then must pay attention to crossing a bike lane (or critically, might fail to, with injury as the result).

I favour Options C and D next (in that order). I think that the fact that there is not a level difference between the cycle lane and footpath is positive in two respects: 1) it means the elderly or infirm can negotiate more easily from buses, cars etc. to the footpath without a number of kerbs, and b) if bikes are in a lowered position relative to parked cars, cars turning into side roads or driveways will find them difficult to see, particularly where the parked cars are 'SUVs', vans or other higher vehicles, which we have a lot of in NZ & Wellington. It's of benefit to both parties to be able to see each other. I notice that that is a challenge with the structure of the current cycleway in some locations.

For any of the options undertaken, I would suggest that the designers pay attention to the relative heights of footpaths, road crowns and car/vehicle parking bays (within constraints of bottom-out considerations for vehicle crossings) to maximise visibility of cars to bikes and vice-versa (as well as pedestrians, but I haven't thought about that).

I support Option C over Option D as I think priority should be given to public transport, bike and pedestrian transport over car convenience. I would look to provide car parks on the side streets (there are quite a few wide side streets in Island Bay).

As a general note, I'm in favour of the design of cycleway layouts being as consistent as possible throughout the city. My preference would be for the layout being, in order from the centre of the road, motor vehicles, bike lane, door-opening separation zone, motor vehicle parking, then footpath. This would be the general scheme, with as few exceptions as possible. If one of the other schemes (C, D or B) were selected for Island Bay, then it would be good to see this consistently used for further cycleways.

I guess, thinking into the far future, I can see it could be good to have cycleways consistently travel behind 'alighting' islands for light-rail or other high-capacity public transport. I.e. between footpath and 'alighting' zone for bus/rail passengers. If this were a consistent condition throughout the city, then both bus/rail passengers and cyclists would develop a consistent understanding for how to negotiate these transition points.

To be clear, I support all the options, in the order given above. I also support the extension of cycleway routes and facilities throughout the city and to and from other locations beyond Wellington city.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1084

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Below is the Island Bay Residents' Association and Business Representative's proposal for a fifth option - Option E.

1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.
  2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.
  3. Put unmarked car parking back against the kerb, no markings equate to more car parks.
  4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.
  5. In the shopping centre retain the current shared space and car parks.
  6. Look at reducing the speed limit along The Parade.
  7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
  8. Retain pedestrian crossings on The Parade.
- To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 18-29

E 1085

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd =

3rd =

4th =

**COMMENTS:**

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Consider option A as a base for an alternative plan. First leave the car parks untouched meaning not removing any parks. The idea that having gaps between parked cars and driveways would make it somehow a safer option makes no sense. For someone reversing a car out of a driveway onto The Parade makes no difference if the parked car is right on the edge of the driveway kerb or if the car is a couple of meter further. The limited visibility has to do with the physical mass of the car park and not necessarily where it is parked.

Another thing to consider is the hideous Tamar St/The Parade intersection. This should be modified to match what has been done on the intersection of Mersey St/The Parade. Meaning vehicles going southbound have a turning bay whereas the northbound vehicles have to stop traffic flow and pedestrians to be able to turn east into Tamar St.

Also, we have seen many close calls (near hits if you may) on the intersection of Medway St/The Parade as cars leaving Medway St intending to turn right going southbound block traffic flow and vehicles queue on both stretches of road.

If those corrections were made then an option A version 2 would be acceptable.

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** I have chosen these as I have children learning to cycle and I currently feel that the system I've chosen is safe, inclusive of all ages and encourages families to walk, cycle and scoot around the suburb rather than driving.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1088

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E ..Island Bay business Association and Business Reps Proposal Reseal the parade

Move bus stop back to where they were

put unmarked car parking back against kerb

in shopping Centre retain the current shared space and carpark .

reduce speed limits along parade

retain pedestrian crossing on the parade .

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1089

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Plan provided by Island bay Business and resident Association . change it back to as it was before .

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = Under 18

E 1090

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1093

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1094

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Its safer for me to ride my bike

**Submitter details:**

Suburb = Other City = Dunedin

Occasional visitor

Age group = 18-29

E 1095

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I would like to see a good separation of cyclists from the road. I think this is best done when cycleways are adjacent to the footpath. This works well for cyclist safety and have better value in promoting cyclists to better use the space.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1096

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I like using the cycleway to get to Wakefield park, the shops, music and the library. It makes me feel safe being seperated from the cars.

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 40-49

E 1097

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - IBRA Business Recommendation

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1099

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E- Island Bay Residents Association and Business Association proposal

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 40-49

E 1101

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Least disruption to shop parking.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentLocal business owner

Age group = 40-49

E 1102

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Its common sense that bike lanes on the road are not as effective at keeping cyclists safe and protected as bike lanes that are separated from traffic. Option A is not suitable for children or other nervous or less confident cyclists. I ride to work in Berhampore and love the current cycleway because that part of my journey is relaxed and comfortable. If I have to interact with cars, trucks and buses I am much less likely to ride. Any of Options B, C and D look great and would be an upgrade on the current cycleway. The Love the Bay process was very thorough and I believe the options identified are the right ones. You must honour the process.

**Submitter details:**

Suburb = Berhampore City = Wellington

ResidentRegular visitor

Age group = 40-49

E 1103

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Lay bitumen over the ridiculousness that is the current cycleway and return it to how it was...which was a perfectly functional, wide space for both vehicles and cyclists alike.

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put the roads back as they were prior to this entire debarcle starting

Island Bay does not need a whole lot if cash spend on a cycle way which it didn't need. Our roads are plenty big enough to accommodate everyone's road needs.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** The parade is a wide road. As a cyclist, before the layout was changed, I never felt unsafe. The current design is unsafe as you cannot easily get across a lane to turn right. As a driver I find the road cramped and busy with all the added traffic furniture. I cannot see that the other options solve either of these problems.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1106

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I want the layout back to how it was years ago. The current set up does NOT work. I have nearly hit cars and cyclists on several occasions. Visitors to Island Bay say the same.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 1107

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I support Options C and B as these are the options that segregate cyclists from vehicles. Segregated cycle ways are the most inclusive as they support women and children cycling. Evidence from Wellington's own surveys and cycleway consultations support this.

Women/ mothers decide whether children are allowed to cycle to school etc. and women need well-designed segregated cycling infrastructure to feel it is safe to do so. Listen to the mothers and school children of Island Bay!

We know that men outnumber women cycling on Wellington roads by about 3:1. I support the Councillors doing everything they can to close the cycling 'gender gap' and encourage women and children to engage in active, zero-carbon transport options.

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 40-49

E 1108

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to original layout

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1110

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd =

3rd =

4th =

**COMMENTS:** I like all of the four options due to the fact they are all safe options for myself and my children, however, i chose option D as i like the angle parking in the shopping area. What i do not want is for the Parade to be returned to how it was or changes made to the current cycleway.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1111

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Just put it back to the way it was. If it ain't broke, why fix it. I have lived in Island Bay for 44 years. There were no issues with traffic and cyclists in all my years here. What a waste of money.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1112

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** My favourite is option C would help Mrs 5 because she is afraid of biking to close to the drains in the current design. But I would love to see it as done in The Netherlands where there is a "forgiving" angled kerb between cycle lane and foot path. So delimitation between foot path and cycleways is clear (specially for people with visual disability).

Between option B and D, I choose B because as driver angled park is the worst for visibility leaving the parking.

Options B, C and D all have physical kerb separation from car so I can bike with my kids to park, movies, school, friends house... And Option A would put me and kids back to foot path Mr 8 feels very bad by breaking the law every time he have to bike in the foot path, and so am I.

As a driver I feel that the current road help me keep the speed limit and be more attentive to traffic, which in my view is great. About losing parking in the shopping area I only see people parking in the Clyde street around school pick up :-).

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1113

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I think it's important to retain parking in the business area - this is the hub of Island Bay. It is already difficult to park on weekends and after school hours. Particularly important for young families, older people and those with disabilities, but should also have wider capacity for general population who, for other reasons, cannot or chose not to walk or cycle.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1114

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like the Parade in Island Bay to go back the way it was before all these changes were made. It was easy to use for all of the family, as you had to respect everyone who used the road.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1115

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 18-29

E 1116

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 1117

**COMMENTS:** Option D provides greatest rider safety with the best visibility between motorists and cyclists. It is worth establishing the best possible precedent for the future

E 1118

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Can't get out of my drive

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1119

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association proposal

## *Attachment to online Submission 1119*

Support document for Submission on Island Bay Cycleway

1) It wasn't an issue before

While I fully support the need for Island Bay to have a safe way for people to cycle in Island bay, I do not believe this was an issue before the current cycleway was implemented. I live in Island Bay together with my husband and three teenage children. Our kids have always felt safe learning to cycle and cycling around Island Bay.

2) Less safe than it used to be

Since the new cycleway has been in place over the past few years, I have had more safety issues than there ever was previously. This includes obstructed views of cyclists when they are riding along particularly when inside high 4WD type vehicles. Another key area of risk is the bus stop just past the roundabout at Dee Street. It is completely dangerous to have the busstop, a pedestrian crossing and a round about coming into a narrow section of road – all together. I witnessed a college student so very nearly get run over due to the poor visibility in this area and so many functions converging inn such a narrow space.

3) An accessable thriving community

A very special part of the Island Bay community is the small, accessible shopping village. I am particularly concerned about the reduction in parking around this area. It is very important to me that we look after all people in our community, including the elderly and those with young children. Removing parking spaces will be detrimental to the amenities of our community.

In summary. It is very important to me that people of all ages can cycle easily in Island Bay. But I do not believe the new cycleway or any of the four options proposed by WCC achieve a solution which offers an improvement to our beautiful suburb – they only will be detrimental to the essence of Island Bay.

**Submitter details:**

Suburb = Karori City = Wellington

Occasional visitor

Age group = 30-39

E 1121

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Needs more research to work

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1123

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I think safety of cyclists and promotion of cycling as a transport method should be paramount in all transport planning

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1124

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Oprion E.,because the road is not qide enough to support these four options which are too expensive and impact negatively on community relations and local business. Alsk not safe. Cheapest option is to return the parade to what it was.. one two wqy bicycle lane could be an option as well with road humps. .

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 1125

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Oriental Bay City = Wellington

Regular visitor

Age group = 60 +

E 1127

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** The local community of ratepayers have a plan. It is the I prefer.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group =

E 1128

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1129

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option e recommended by island bay resident ass and island bay business group the kerbside cycleway does not suit the parade.

**Submitter details:**

Suburb = Newlands City = Wellington

Regular visitor

Age group = 40-49

E 1132

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I strongly am in favour of the Island Bay Resident Association touted 'Option E'. Option A most closely resembles this but Option E is preferred. I used to cycle down The Parade to school everyday and never once felt threatened in the original design. It was safe. The departure from this design has created more hazards in terms of driving than required. For instance, at the Humber Street/The Parade intersection, when turning from the dairy the cycleway goes actually behind your vision to the point where you have to look behind you for cyclists whilst also scanning The Parade for traffic. With some cyclists using motorised equipment, they can enter through there at some speed and creates an absolute hazard.

**Submitter details:**

Suburb = Other City = Kapiti Coast

Regular visitor

Age group = 40-49

E 1136

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:** It is important to separate cyclists physically from traffic.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1137

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** E

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1139

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association / Business Association Option.

**Submitter details:**

Suburb = Te Aro City = Wellington

Occasional visitor

Age group = 18-29

E 1140

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Angled parking is a silly idea and just takes up space.

Having the cycle lane above the road separates and instantly makes the rider feel safer

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1141

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like Option E from the Island Bay Residents Association implemented.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1142

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I am looking forward to riding the cycleway on my way to SWIS next year. Option C looks the safest to me.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1143

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association proposal.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1144

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I'm a cyclist and commute to work every day. I'm keen to achieve more separation between the cycleway and road for safety. For that reason, I'm not at all keen on option A - the original layout. It never felt safe, and I wouldn't let my kids ride on it that way. I can't see how this encourages a more sustainable community.

My impression is that drivers (I'm one of those too!) would also like more separation between the cycleway and road, so they can park up against the curb. I hope they'll feel more comfortable with the presence of the cycleway if we can achieve that.

I'd encourage you to analyse feedback by whether people are cyclists or not. It's all very well to be negative about a cycleway if you never get on your bike and have no idea how dangerous it can be - how often close shaves occur. My brother was almost killed when hit by a car - I'll never forget seeing his face just after the accident. He looked like a monster and required various plastic surgeries - but at least he survived. Having cycled all around the world myself, I'm appalled by the conditions we face here on our bicycles - Europe puts us to shame. We absolutely **MUST** support more sustainable behaviour - we must find a solution that makes cycling safer.

One thing that bothers me, though - I'd much rather invest in improving cycling further north of Island Bay and into the city (as well as elsewhere around the city/country), given that the current situation in Island Bay itself is at least acceptable in terms of safety - far better than the original design for sure. Through Berhampore, it's dire. I instruct my 12-year-old daughter to cycle on the footpath there when she goes to school (SWIS). Not ideal - the pedestrians understandably get annoyed, and I suppose it's illegal too - but quite frankly, there's no other option to ensure her safety, and I want her to grow up staying active and playing her part environmentally.

Part of me thinks this is a symptom of a bunch of middle-class people (I'm middle class myself!) getting unnecessarily uptight and losing sight of the fact that there are bigger problems in this country (health, poverty, etc). But since this is all on the table again, and the money has (presumably) been earmarked, then I think it's important we don't behave even more wastefully and return to a really bad situation.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1147

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Go back to how it was.

**Submitter details:**

Suburb = Miramar City = Wellington

Resident

Age group = 50-59

E 1148

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd =

3rd =

4th =

**COMMENTS:** Angled parking handles more cars, kerbside cycleway as part of footpath very common in europe, should be less expensive than separate road level one

**Submitter details:**

Suburb = Other City = Nelson

Regular visitor

Age group = 50-59

E 1149

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.

2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.

3. Put unmarked car parking back against the kerb, no markings equate to more car parks.

4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.

5. In the shopping centre retain the current shared space and car parks.

6. Look at reducing the speed limit along The Parade.

7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.

8. Retain pedestrian crossings on The Parade.

To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Berhampore City = Wellington

Other

Age group = 18-29

E 1151

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E island bay residents association and business association proposal

**Submitter details:**

Suburb = Other City = Upper hutt

Regular visitor

Age group = 40-49

E 1152

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

COMMENTS:

**Submitter details:**

Suburb = Te Aro City = Wellington

Regular visitorOccasional visitor

Age group = 30-39

E 1155

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

COMMENTS:

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1156

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** It is the most similar to the original layout. I like option E, but not the reducing speed on the parade. I cycle and live on the parade and find getting in and out of my driveway very hard. ie looking for cars, walkers, cyclists

**Submitter details:**

Suburb = Highbury City = Wellington

Occasional visitor

Age group = 60 +

E 1157

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Prefer Option C as it has a clearly separated cycle way, and is proven (in overseas cities). It maintains good footpaths as well

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 50-59

E 1158

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** A cycle-way separated from cars is essential for the future where it is possible. This makes it far safer for children to ride to and from school or activities. It should be a right for children to be able to travel independently and safely. It has been noted that 75% of the population would sometimes travel by bicycle if it was safer to do so. Therefore make the cycleway the safest possible and away from the traffic.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitorOther

Age group = 30-39

E 1160

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Currently the only place I feelsafe riding with my 18 month old son is the IB cycleway. We live in Berhampore so we have to ride on the footpath first which has its own set of risks. But then once on the path I feel much more confident and we can get down to the bay at a nice cruisey speed without worrying about holding others up. Although I really feel that it should continue through the shops, it's a bit of a minefield with cars reversing out of the angled parks. A solution to this would be to have the path continue in front of the angled parks. When driving down the parade I have never had any issues although it is a bit harder to park in the parallel parks. Putting kerbs in will solve this issue. I also use this cycleway going to work and enjoy the fact that I don't hold up the motor traffic, unlike the rest of Adelaide Rd where drivers can get quite upset at being held up by a bike. I can't wait to get something similar through Berhampore and Newtown and on into the city, and I really hope the process doesn't take so long this time!

**Submitter details:**

Suburb = Hataitai City = Wellington

Occasional visitor

Age group = 50-59

E 1161

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** The bus stop on the right side of the cycle lane and passengers disembarking is dangerous. Also the lack of continuity of the cycle lane with it veering to one side is inefficient

E 1162

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1163

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The proposal supported by the residents association

**Submitter details:**

Suburb = Miramar City = Wellington

Other

Age group = 30-39

E 1165

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Back to how it was previously and add cycle lane roadside next to parked cars. No buffering area just straight cycle lane

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 30-39

E 1166

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E, Island bay residents association / business association. Please return to how it was before

E 1167

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E: Island Bay Residents Association/Business Association

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The Residents Assn and Business Representatives proposal

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** The current cycle way is fine, but if you really want to spend several million dollars on it, I support option B (this being the only version that prioritises cyclists). Option A seems like a step backwards, especially for the price involved. I think choosing this option would turn the cycle way into a white elephant, and hinder progress on the Berhampore stage. Options C and D mean that cyclists have to dodge pedestrians on the footpath. In this scenario I think most commuter cyclists would continue to use the road, and this would create angry drivers.

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

Why on earth do you believe that removing even more parking from the business area is a good idea? Do you want to destroy these businesses? I have a young baby and trying to find a park to visit the doctor with him is a nightmare - I have to walk for ages from where I eventually find a park, usually in the wind and rain.

I think your proposals are short sighted and I whole heartedly support island bays option E.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - The Residents Association and Business Representatives proposal.

1. Reseal The Parade approx cost \$280,000 based on council figures for 2016 where they spent \$9.5 million resealing 68km of road.
2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put in and re-kerbing approx half a kilometre of The Parade.
3. Put unmarked car parking back against the kerb, no markings equate to more car parks.
4. Clearly paint using green or another colour, a cycleway on the roadside of parked cars, increasing the width by half-a-metre from the original cycleway design.
5. In the shopping centre retain the current shared space and car parks.
6. Look at reducing the speed limit along The Parade.
7. Maintain the speed humps around the shopping centre and lower the height of the pedestrian crossings.
8. Retain pedestrian crossings on The Parade.

To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 60 +

E 1172

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/Business Association proposal

**Submitter details:**

Suburb = Karori City = Wellington

Occasional visitor

Age group = 50-59

E 1173

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** I've ridden the cycleway several times. Being between cars and pedestrians makes me feel 'in the wrong place' and vulnerable on both sides. I now either ride in the road, use one of the adjacent streets instead or avoid Island Bay all together

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Resident

Age group = 50-59

E 1174

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Roadside bike lanes offer almost no protection to cyclists. If you don't believe me, hop on a bike and see how you feel!

**Submitter details:**

Suburb = Other City = Donvale

Other

Age group = 60 +

E 1175

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** #paintitback

**Submitter details:**

Suburb = Highbury City = Wellington

Regular visitor

Age group = 40-49

E 1176

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** If a cycleway is a given then it should not reduce road width to a level that markedly increases risk for road users. Elevating cycles and pedestrians to the same level while still providing safe road width is essential.

**Submitter details:**

Suburb = Wadestown City = Wellington

Regular visitor

Age group = 18-29

E 1179

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I think the current cycleway is the best design & does not need changing & the council could use its funding in more needed areas

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1180

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitor

Age group = 50-59

E 1181

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** The more safe and appealing that cycling can be made, the more it will be normalised in communities. We only need to look to Holland to see how well such infrastructure can be made to work.

**Submitter details:**

Suburb = Thorndon City = Wellington

Regular visitor

Age group = 18-29

E 1182

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I feel how cycle lanes generally work (in between traffic and parked cars) is the most effective for all parties.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentLocal business owner

Age group = 30-39

E 1183

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Separated cycle lanes are proven to help increase cycle numbers and reduce fatalities. our roads need to better reflect all road users and this is the best way to do that.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 30-39

E 1184

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** cycle lane inside parking is the safest option for everyone. It is the accepted best practice in the rest of the world and if not ruined by council stupidity can work well in island bay. It cannot merge in and out of traffic to satisfy stupid parking requirements though....

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 18-29

E 1185

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** Safety for cyclists, encouraging considerate use of the roads by motorists. It is a shared space, cyclists are not second-class users.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group =

E 1186

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return The Parade to its original state as per the Island Bay Residents Association. Get rid of this dangerous monstrosity which is a waste of ratepayers money.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1188

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - return it to the way it was

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1189

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E, put it back as it was

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1190

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** As someone who has lived in Island Bay for my entire life I do not have any support for any of the other cycle way options. I personally learnt how to safety ride my bicycle along the wide road of The Parade. The cycle way has destroyed the once wide streets of The Parade and I believe the negativity of the cycle way has lead to a negative light being put on the cyclists themselves making them feel even more unsafe as this has resulted in abuse from drivers. The removal of carparks has already resulted the closing of one dairy in Island Bay (Chappies) and the loss of business for others. As a member of staff at one of Island Bay's cafe's, the removal of the diagonal carparks along the centre of Island Bay is most likely to have an influence on business.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1191

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** No losing parking please

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1192

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** We can loose car parks at the local shops, especially moms and families with children who need fast access to the shops

**Submitter details:**

Suburb = Rongotai City = Wellington

Regular visitor

Age group = 60 +

E 1193

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Paint it back. Get back the car parks. Put it back as it was originally

**Submitter details:**

Suburb = Ohariu City = Wellington

Regular visitor

Age group = 50-59

E 1195

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island bay residents association proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1196

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

COMMENTS: OPTION E

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Regular visitor

Age group = 50-59

E 1197

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = I don't have a fourth most preferred option

COMMENTS: I think if you are going to do a cycle way then do it properly as it will be there for a long time. Option D is more aligned with layouts of successful cycling cities overseas, allowing good separation from cars and pedestrians. It also allows for diagonal parks, with still enough space for pedestrians. An adjustment to Option D could be to have a 2 way cycle way on one side only. Most cycle traffic heads north in the morning and south in the evening and there are many successful examples of 2 way cycle ways.

**Submitter details:**

Suburb = Khandallah City = Wellington

Occasional visitor

Age group = 50-59

E 1198

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Offers the best protection for cyclists

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1200

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I don't want a return of cycle way next to traffic, and un-protected. I feel unsafe cycling next to traffic. One swerve our misjudgement from a driver, and i'm 'toast". This is why so few young children cycle in Wellington.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1201

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return the Parade to its original state before the cycleway was created

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1202

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1203

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd =

4th =

**COMMENTS:** As the cycle way is now with no extra height or cost.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 40-49

E 1205

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The new cycle lane is a hazard, we desperately need to go back to the original design before it was changed.

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** i commute to the city by bike. I feel unsafe riding the cycle way. So I now ride up ohiro Rd. But there is only enough daylight to ride that route in summer. So I now drive most of the year

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 40-49

E 1208

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I don't like the current angled parking in the shops. Its too dangerous backing out to see cyclists.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1209

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Johnsonville City = Wellington

Regular visitor

Age group = 40-49

E 1211

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put the Parade back to how it was. There was plenty of room for pedestrians, cyclists and vehicles.

**Submitter details:**

Suburb = Island Bay City = Wellington

Regular visitor

Age group = 50-59

E 1212

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** island bay residents option

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1213

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E : Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Houghton Bay City = Wellington

ResidentRegular visitor

Age group = 40-49

E 1214

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay residents and business associations choice

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 1215

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** The lanes need to be separated from car traffic in order to make it safe for riders. The Parade is wide enough to accommodate this, and therefore an important road for cyclists in Wellington

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 30-39

E 1216

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return the parade back to what it was before the current (terrible) layout. It will be safer, less chance of parked cars being damaged, people can exit and enter driveways with better visibility and I believe it will be the far cheaper option.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1217

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1218

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I like the combination of keeping cycling safe, but with angle parking in the business area

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1219

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** The current lay out is great. It protects bikers and pedestrians alike, and means traffic is not slowed out of concern for the bikers they pass.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 40-49

E 1221

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 40-49

E 1222

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I want to ensure protection for bicycles from cars and trucks. For a community cycleway to be successful a seven year old should be able to use it.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1223

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. IBRA and business recommendation

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1224

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1225

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option E Island Bay residents association/business association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1227

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Prefer Option C, improvement over current design, gives safest feeling. Do not like option A - As it is the least safe option when biking

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1228

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as proposed by the Island Bay Residents Association, this is a return to the original road and parking layouts. Cycle lane is part of roadway, cycle lane markings between kerb carparks and the road

# Attachment to online submission 1229

Submission of Island Bay

The following are points I would like to make with respect to why I support returning The Parade back to its original layout, road markings, carparking, bus stop locations;

1. The impact the cycleway has had on the amenity of property owners on The Parade has been significant, the loss of parking has impacted on the ability of the occupants, their friends and family to readily visit them, consequently these visits are less frequent.
2. Total road width is inadequate to provide a safe separated cycle lane
3. Current road over-markings are a serious safety concern particularly on wet, sunny days and at night and have not been mitigated despite the safety report recommendations.
4. Bus stops pushed into the road width are a hazard, the back of my car was run into by a car travelling behind me as the car in front of me stopped behind the bus stopped at the bus stop as the driver did not have the confidence to drive through the narrow width available. This was not anticipated by the driver behind me.
5. With the reduction in lane width vehicle, cycle and pedestrian movements have been made more dangerous as viewing angles are now less and there is inadequate safe separation and vehicle lanes are now a minimum, not an optimum for safety.
6. The idea and publicity of a cycleway through Island Bay is dangerous as it is encouraging cyclist to also take the current route through Berhampore where the road which is very unsafe.
7. With the introduction of electric bikes and the frequent tail winds cycle speeds are too fast for the current and proposed protected cycle lane concepts, they are speeds that should occur within the main roadway.
8. The local shops and businesses have suffered enough and cannot sustain any further reduction in parking. Our suburb enjoys the amenity that is provided by these businesses, we support them and don't want to lose them.
9. Sharing the road with the cycle lane like it was originally makes more sense from a safety perspective as it provides safer widths, better vision, room to manoeuvre should you need to avoid an obstacle.
10. Everytime I make a left turn off The Parade I fear that I may collect a cyclist that I have not seen.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1229

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd =

4th =

**COMMENTS:** - It is essential that we promote sustainable transport options. We need to support more cycling in Wellington.

- Protected cycle ways are safer. All the fears that opponents of the kerbside cycle way had before it was put in (i.e. people getting out of cars being hit by cyclists) have not eventuated.

- My son was put off cycling after trying to ride on the old roadside cycle way.

**Submitter details:**

Suburb = Kilbirnie City = Wellington

Regular visitor

Age group = 50-59

E 1230

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I'm a cyclist, believe C and B are best outcome

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island bay residents association and business representatives proposal

**Submitter details:**

Suburb = Other City = Porirua

Regular visitor

Age group = 30-39

E 1233

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1235

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** D is most like the original layout

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1236

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as discussed at the meeting on Monday 31 July- return road to original state

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 18-29

E 1237

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Porirua

Regular visitor

Age group = 60 +

E 1239

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** The present system is god awful. Either have the normal cycle lane as part of the road or move it onto the footpath. They are both sensible and logical

**Submitter details:**

Suburb = Happy Valley City = Wellington

ResidentRegular visitorOther

Age group = 60 +

E 1240

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I want to see the Parade returned to its original design and road layout. With all road users sharing the remaining available space after the original curbside parking is reinstated.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1241

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I want the residents association proposal- put back to the original roadside lane

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1242

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like the Parade back to the way it was with the Bustops near Tamar street brought back as well.

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I like the safety for cyclists and efficiency of parking of the fourth option.

**Submitter details:**

Suburb = Khandallah City = Wellington

Occasional visitor

Age group = 18-29

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Seems like a great way to protect cyclists and to protect road users like myself from injuring cyclists - which I hold to be very important. I want to promote cycling and a major reason for not doing so myself is the safety element - this seems as though it would appease that fear.

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 18-29

E 1245

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1246

**COMMENTS:**

**Submitter details:**

Suburb = Rongotai City = Wellington

Regular visitor

Age group = 40-49

E 1247

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Too dangerous

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 60 +

E 1250

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C raises the cyclists above the road level, helping visibility for all. There will be more room to pass and avoid obstacles and there's kerb separation from vehicles for those who are cycling. Safety has been prioritised over parking which is inline with the feedback received during the Love the Bay process.

Option A is not wanted as it doesnt comply with NZTA guidelines, has roadside bike lanes which are not good for those who ride of all ages.

I want a great place to visit when I am in Wellington on my bike, like lots of others including Wellingtonians.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1251

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I really like the current lay out, as it provides a safe area for cycling

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1252

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** "Option E - Island Bay Residents Association and Business Association proposal."

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1253

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** All the options make us have a separate cycle way. Why do we need a cycle way when other countries don't have them & it works well.

We need car parks in the business area so don't take them away. Reducing the speed allows everyone to travel safely through the business area.

Having a separate lane just for cycles when 90% of the time it is not used is just plain stupid. Make maximum use of resources we have.

Having a wide flush median in the centre of the road allowed vehicles the space to go round cyclists.

There was nothing wrong with the previous system (back to the way it was originally) except speed & educating ALL road users. Cyclists who thinks that it is there right to prevent other users from going round them & arrogant drivers.

Speed in the business area has been dealt with.

This debacle has increased awareness of cyclists 10 fold, well done. A normal education program could not have worked nearly as well.

Being more serious about it is my biggest concern is for the younger cyclist which none of the options resolve even with all the suggestions from the public.

And where do the cyclist ride to when when they go out of Island Bay? Berhampore & Newtown needs to be addressed before Island Bay not after.

**Submitter details:**

Suburb = Other City = Lower Hutt

Regular visitor

Age group = 40-49

E 1254

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1256

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E, as put forward by the local community group, has strong support by locals. The benefits of this option over the others are obvious. If "E" doesn't fit with Council's planning, then the planning is wrong.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1257

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The option I prefer for Option E is the one proposed by the Island Bay Residents' Association and Business Representative's, some of the reasons outlined below.

- 1) It is basically the same as option A without the price tag and restoring the bus-stops to their previous curbside locations, the exception would be the bus stop by Humber street on the west side of the Parade, the new location is, in my opinion, a safer location rather than right on the corner (Its the stop I use).
- 2) While the Parade is one of the wider streets in Wellington having car lanes of 3meters or less means that large vehicles (buses must be at least 3 meters wide, I confess I have not measured one, are having problems passing and many a parked car's wing mirror has been broken by passing vehicles: it is not wide enough for the present layout or any layout that reduces the width of the carriageway.
- 3) The present layout is visually untidy, giving an impression that the Parade is in gridlock as you drive into it (more so from the southern end)
- 4) None of the options B, C, D explain how bus stops, pedestrian crossings and the cycle area will react, the present system is an utter mess and put the pedestrian as a 3rd class citizen having to cross the present cycle path (and in my experience cyclists don't give way) to access bus stops, pedestrian crossings.
- 5) Pedestrian crossings are now 4 crossings (2 cycle lanes 2 car lanes) and the pedestrian often has to step onto the cycle lane part to see around the parked cars.
- 6) The speed at which some of the cyclists ride, some you would think are training for 'The Tour Of Southland' or other event, others just going fast (e-bikes), possibly at 30km/hour or faster. When cycles are between the pedestrian and crossing or the curb and are traveling a high speed is an accident waiting to happen, especially with excited children and distracted parents. Is there any plans to limit cyclist speed if the lane is between pedestrians and the road curb (crossings, bus stops, car access).
- 7) It is still will be a cycle way from and to no-where, being a practicable person I do not expect to see a 'next stage' for at least 2 years.
- 8) There is no by-law stating that cyclists must use the cycle path if present.
- 9) The layout on the Parade can be re-addressed at a later date and may need to include provision for mobility carts (due to an aging population).

Other factors affecting the public's perception of cycling and therefore their willingness to have of cycle paths imposed on them.

- 1) As above the speed at which a large number ride at.
- 2) The apparent disregard by cyclists to other road users and the road code in general, riding through red lights, the wrong way in a one way street, 2 and 3 abreast and not allowing other road users the opportunity to pass.
- 3) The large number of cyclists wearing spandex that like to ride as a pack (and seem to develop a pack mentality), riding where they like with complete disregard to the road users (sit at the Island Bay Surf Club on a nice weekend and see 20+ cars behind a group of riders and even when they get to are area where they could slow down and allow others to pass (as the road code stated when I sat my license -slow vehicles are to allow faster moving traffic to pass, cyclists to ride single file if other traffic present).
- 4) Cycle paths are being installed at the expense of on street parking and the width (and therefore the perceived safety) of a section of road. While the council would like to think that they can get rid of cars, the nature of New Zealand cities with low population density and a bus service that in many location is only peak periods, Monday to Friday, 2 hourly or just doesn't serve large areas the car is here to stay.

Ideas not directly related to the Island Bay Cycle Paths but could improve the public's perception of cyclists.

- 1) At present there is no way to report a cyclist if the commit an offense (eg riding through a red light, riding of the wrong side of the road round a blind bend and the driver of the car having to take evasive action (me) to avoid an accident). If all bikes had number plates and were registered, pavement bikes and the like exempt, it would have the result of cyclists being more careful, polite, courteous, because they could now be reported, just like a driver or biker.
- 2) If cycles were registered they could be subject to ACC levies because at the moment the motorist and bikes pay for their accidents giving rise to resentment. There is also the same feeling re road tax to pay for the road.
- 3) Cycle paths are being installed for the benefit of cyclists but a lot of the money must come from the roading budget, more resentment towards cyclists.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1258

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** raised cycleway gives better separation from road and parking. Angle parking will be easier for motorists, avoid car door problems over cycleway

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 40-49

E 1259

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The original layout which was fine as is.

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitor

Age group = 40-49

E 1260

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C is the best, throwing cyclist out into the open traffic is dangerous and undesirable.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 50-59

E 1261

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Cycleway must look different to roadway for perception of motorists and safety of cyclists

**Submitter details:**

Suburb = Tawa City = Wellington

Occasional visitor

Age group = 50-59

E 1262

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. Island Bay Residents Association Proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1264

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Resident & Business Association Proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1267

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitorOther

Age group = 50-59

E 1268

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** "If it ain't broke don't fix it" for decades Island Bay functioned perfectly well without a cycle way. The motivation behind the introduction of the cycle way was purely a vanity project for a former green mayor; it is perhaps worthy of note that the project was not only a resounding failure but it effectively cost her her job.

The cycle way hasn't worked. People have not flocked to buy bicycles and use it, it only runs a couple of kilometers before it runs out anyway. It has not reduced carbon emissions in fact quite the opposite, people in cars sit behind buses or in their driveways with their engines running waiting to use what was once a perfectly acceptable road and then drive to town the long way round via Happy Valley to avoid the cycle way. Decades old retail businesses are suffering from reduced parking and now you want to reduce this further and call it a fix! Transit New Zealand have told you that it was all a mistake but now you want to tinker with it rather than face up to the facts and fix it for good!

Listen to the people, the vast majority of residents do not want this and never did. Surely the cheapest and most popular option is simply to give them what they are and have always asked for; get rid of the cycle way altogether put things back the way they were before you started to meddle where no meddling was wanted or required and leave well alone.

It take courage and integrity to admit you were wrong and to put things right again, do you have it? I guess we will see...

**Submitter details:**

Suburb = Aro Valley City = Wellington

Occasional visitor

Age group = 50-59

E 1269

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Provides the safest path for cyclists of all skill levels. Option A is terrible - doesn't comply with NZTA requirements and doesn't give cyclists enough protection from traffic.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1270

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E Island Bay residents / business association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1273

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitorOther

Age group = 40-49

E 1274

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Restore the Parade & move cycleway to a location that is not a main thoroughfare (this includes not continuing with the cycleway up Adelaide Rd - the even more congested & narrow part of this main Wellington South thoroughfare - I cannot believe that emergency services or residents ever let this happen without a massive fight in the first place nor that Wellington City Council would even consider putting a cycleway along one of the busiest, most congested roads in Wellington City.

E 1275

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** OPTION E

ISLAND BAY RESIDENT ASSOCIATION/ISALAND BAY BUISNESS ASSOCIATION

E 1276

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 40-49

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** A distinct separation between motor vehicles and cyclists is important

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1277

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:** Simple and clear separation between vehicles and bicycles. Safer for kids. easier for cars to park and pull out

E 1278

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** I think any cycle way should ensure children who are biking are separated from traffic.

**Submitter details:**

Suburb = Other City = Upper hutt

Regular visitor

Age group = 50-59

E 1279

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Go back to a normal road.

**Submitter details:**

Suburb = Newlands City = Wellington

Regular visitor

Age group = 50-59

E 1281

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** The safest and most sensible option b.

The idea that it is untenable as it is now is crazy and overhyped.

Let time be the guide.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1282

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as suggested by the residents association.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 1283

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

E 1284

**Submitter details:**

Suburb = Strathmore Park City = Wellington

Other

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return it to original pre cycle way

E 1285

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** All options see top many car parks removed and do not solve the problem.

"Option E - Island Bay Residents Association and Business Association proposal."

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1286

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The way the parade was before the kerbside cycle lane was safe and fine. You could set the cars against the kerb and have the lane shared with the large median strip in the middle which gave either side enough room to over take cycles couriers rubbish trucks and cars pulling in and out of driveways. The shops should not be touched. Lower the speed limit from 50-40 from Eden street to the park. Also a full reseal of the road to get rid of the paint. It's dangerous in the dark and wet.

E 1287

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. Key reasons being:

1) the cycle lane needs to be returned to the way it was (it's currently a nightmare for taking children in and out of car and dangerous for residents who live on the Parade trying to drive onto road).

2) Parking needs to be retained in Island Bay

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1289

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1290

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** All options a,b,c and d cost too much and require further car parks to be removed. These options are unacceptable to the residents and businesses. Option E is the only option to fix up your IB cycleway stuff up

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 40-49

E 1293

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** There was nothing wrong with the original layout. Bikes and vehicles could travel without issue as there was plenty of space. The current layout makes it challenging for buses and cars to be on the road at the same time. Intersections have become tricky. Lack of parking is frustrating . And the original layout is better utilisation of the space. On top of that, I don't see that many cyclists on island bay parade. And when they are, not all of them use the cycle way opting instead to use the road. Not a great endorsement of the value or the safety of the cycle way.

**Submitter details:**

Suburb = Johnsonville City = Wellington

Regular visitor

Age group = 18-29

E 1294

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

**Submitter details:**

Suburb = Miramar City = Wellington

Occasional visitor

Age group = 30-39

E 1295

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Option c is international best practice design but some additional demarcation or seperation between pedestrian and cycle way would be of potential benefit.

**Submitter details:**

Suburb = Wellington Central City = WaiNuiomata

Occasional visitor

Age group = 40-49

E 1296

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Auckland

Occasional visitor

Age group = 18-29

E 1297

COMMENTS:

**Submitter details:**

Suburb = Strathmore Park City = Wellington

Regular visitor

Age group = 18-29

E 1298

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

COMMENTS:

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

# E 1299

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:** I think that the current cycle lane does not work because it is kerbside but is at road level. If it is perceived as more similar to an extended footpath then i think people will more intuitively understand how it is supposed to work. I also think that this would be more attractive. The green paint should be used throughout the whole lane, rather than just at intersections.

I support a kerbside cycle lane because my 10 year old son uses it, i would be less comfortable with him using a roadside lane.

I am very supportive of reductions in car parks, and would even support even greater reductions, for example removing all carparks on one side of the road.

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 30-39

# E 1300

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C is the closest to a safe user friendly option for all modes of transport.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 18-29

E 1301

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E:

1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.
  2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.
  3. Put unmarked car parking back against the kerb, no markings equate to more car parks.
  4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.
  5. In the shopping centre retain the current shared space and car parks.
  6. Look at reducing the speed limit along The Parade.
  7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
  8. Retain pedestrian crossings on The Parade.
- To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1302

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E the Island Bay residence accosition

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1303

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Newtown City = Wellington

Occasional visitor

Age group = 60 +

E 1304

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** As a cyclist and pedestrian, I want to both see and be seen, and be able to take proactive action if necessary. I also want consistency along the entire cycleway, because it is a little confusing at present. Especially at intersections. I have ranked the options according to what I would like to experience, and what I think will encourage more people to cycle.

NZTA guidelines are surely there for a reason

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1305

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I choose option C as it is the safest option for cycling - the most separated and on a different level. I could bike through the shops with my kids.

**Submitter details:**

Suburb = Newlands City = Wellington

Regular visitor

Age group = 30-39

E 1306

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Palmerston North

Regular visitor

Age group = 18-29

E 1307

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Separating the cycle-way from the road enhances safety for cyclists and makes the cycle network more accessible to people of all abilities and confidence. Angle parking would allocate too much of the road space to parked cars, more focus should be given to active transport infrastructure as well as public transport infrastructure. These should be modernised and overtly prioritised of traditional car transport options

**Submitter details:**

Suburb = Wellington Central City = Wellington

Regular visitorOther

Age group = 18-29

E 1308

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1310

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** "Option E - Island Bay Residents Association and Business Association".

*Attachment to online submission 1310*  
**Option E. The Residents Association and Business  
Reps proposal.**

1. Reseal the parade approx. cost \$280,000.00 based on Council figures for 2016 where they spent \$9.5million resealing 68km of road.
2. Move the bus stops back to where they were, this involve breaking up the kerb extensions the Council put on and re kerbing approx. half a km of the parade.
3. Put unmarked car parking back against the kerb, no markings equate to more carparks.
4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by .5 of a metre from the original cycleway design.
5. In the shopping centre retain the current shared space and carparks.
6. Look at reducing the speed limit along the parade.
7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
8. Retain pedestrian crossings on the parade.

To be confirmed but and indicative costing would be no more than \$750, 000.00 thousand.



**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1312

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Paint it back!! IBRA and business recommendation. Restore our roads to how it was before!!

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 18-29

E 1313

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** return the road to the once wide, safe boulevard it once was.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1314

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The Residents Assn and Business Representatives proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1316

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Since the cycleway was installed in its present form, I have difficulty alighting my car safely. I am disabled and I need to open the car door as wide as possible to exit. On a blustery Southerly Day I have to stand behind my car holding onto it until the traffic has cleared enough for me to enter my car. The car park outside my sons house has been taken away. I am 82 and need to be able exit and enter my car safely.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1317

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Safer riding for everyone with option c, b or d, out of the way of traffic. There is plenty of space for pedestrians, cyclists and vehicles along the parade – a raised cycleway will clearly define it. We need to ensure cycling is safe for people of all ages, and options c and b are the best for this.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 60 +

E 1318

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like the road to be returned to how it was before the cycleway was put in. I think it is safer for the cyclists to be in the flow of car traffic as they were before. If cyclists want their own track it would be better for everyone if they are on a track seperate and away from the roads, across a park preferably. I would like to have the car parks back and I would definitely not want to loose any more parks as is proposed by the 4 options suggested, none of which I want. Already there are not enough to parks to shop in the Island Bay main shopping area. Most of the time I have to resort to using The New World car park because there are none on the main road.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1319

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Kingston City = Wellington

Regular visitor

Age group = 50-59

E 1320

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I think the C option is the best because it is the safest for all road users. I think D is the next best option but the angle parking section would be unsafe for all road users. The bike lane would be better to be dyed a different colour to differentiate bike lanes from bus lanes. I suggest red would be a good colour for bike lanes.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 60 +

E 1321

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I want the parade put back to how it was I walk on the parade every day and see very few cyclists.I find driving on the parade a nightmare when you get two large vehicles approaching each other there is very little room to pass, also nervous drivers appear unable to cope with vehicles coming towards them. I am at a loss to understand how so few people were able to have so much sway and so much money spent on them, when a large number of people were so against it. It would do well for council members that there will be another election and i think they will find themselves looking for another job and I for one would not employ them.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 50-59

E 1322

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Allows for safe shared space for cycling, parking, walking and driving.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1323

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please return the parade to its original layout without changes to car parking

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 40-49

E 1324

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Other City = Wellington

Regular visitorOther

Age group = Under 18

E 1326

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 30-39

E 1327

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** It's safer for cyclists to be inside the parked cars with a clear safety strip as it significantly reduces the risk of car doors being opened on cyclists. It's also useful to have a clear differentiation between the footpath and cycle path to reduce conflicts

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 60 +

E 1328

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back the way it worked

**Submitter details:**

Suburb = Kingston City = Wellington

Regular visitor

Age group = 50-59

E 1329

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Flow along the beautiful parade was a joy before this mess. We were daily users now just get angry with no convenient parking at doctors chemist library shops . Travelling along parade by bike is not easy & driving is frustrating compared to before.  
Paint it black & stop dumbing us down.

**Submitter details:**

Suburb = Khandallah City = Wellington

Regular visitor

Age group = 60 +

E 1330

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like it returned to what it was before, without the loss of parking. Carparking is needed in the business area especially. I regularly visit grandchildren in Island Bay and the cycle way is not practical at all.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1331

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer the Residents Association and Business Reps proposal.

1. Reseal The Parade
2. Move the bus stops back to where they were - this involves breaking up the kerb extensions the Council put on and rekerbing approximately half a km of The Parade
3. Put unmarked car parking back against the kerb, no markings equate to more car parks
4. Clearly paint, using green or another colour a cycleway on the roadside of the parked cars, increasing the width by half a metre from the original cycleway design.
5. In the shopping centre, retain the current shared space and carparks
6. consider reducing the speed limit along the length of The Parade.
7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
8. Retain pedestrian crossings on The Parade

To me, this is a cheaper option than the other four, plus I think it is the better option.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1332

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association. But keep the speed bumps and raised pedestrian crossings

**Submitter details:**

Suburb = Newlands City = Wellington

Occasional visitor

Age group = 40-49

E 1334

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Part of the beauty of the parade is the wide streets... having the cars parked half way out on the road both looks awful and gives less room fir road users

**Submitter details:**

Suburb = Kilbirnie City = Wellington

Regular visitor

Age group = 50-59

E 1336

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I have cycled along this road and feel this option will give me more intersection safety. The other options would feel hemmed in and be less attractive. I would like to suggest three additional initiatives: 1) don't mark the car spaces as sometimes 2 smaller cars can fit in between driveways. Marking them limits this as an option; 2) remove some car parks from The Parade near New World and make it a pleasant cafe/pedestrian/bike area; 3) build a smart 2 story carpark building in the New World carpark - with pedestrian access to The Parade, gives all-weather space for cars and replaces parks lost. This will boost local businesses (New World, Butcher, Pharmacy, restaurants/cafes, library, childcare).

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 18-29

E 1337

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - island bay residents association/ business association!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1338

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - the Residents Association and retailers' preference

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1339

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to vote for Option E presented by the Island Bay Residential Assoc. which coincides with my preferred option - to return the cycle way back to the way it was.

1. I have lived in Island Bay, Brighton St for 43 years and I have never felt so unsafe driving up the parade or even onto the Parade turning right from Humber Street in all my life. Not only do you have to contend with a bus that is normally parked outside of St Hilda's to try and look around it, but now I have to drive out into the middle of the road to see if anything is coming up from the South and to see past the cars on the right. TWICE I have just about been driven into by cars coming down the Parade and tooting. I have stopped coming down Humber st now and go down reef st and turn on to the Parade.

2. Although I appreciate what you are trying to achieve, I feel that the road is just not wide enough for cars to be parked out from where the pathway used to be to allow for cyclists to ride on the inside. Buses have trouble passing each other when cars are parked on the road and Thursdays are a scary with Rubbish Trucks adding to the congestion. I got narrowly missed by a bus when I tried to park on the Parade to go to the Doctors. It's just not safe.

3. I also don't believe we have the amount of cyclist using the new cycle way to warrant that change in comparison to the cars that use the main road. Even now, they are still riding on the road and not in their lane or using Brighton st, Clyde st and Derwent st.

4. I can't believe that you have slowed down the flow of traffic in the mornings and evenings, the buses block the road with the new pedestrian Islands and cause dangerous situations as you can't drive around them, and at the intersections such as Mercy St it just chaos at times.

5. Mercy St Dairy, I used to go there on a regular basis and it was convenient to park outside and zip in. Now you can't even park around the corner as the parks are taken by people using the Picture theatre or going to the café in the Theatre. The dairy owners are losing value customers and their livelihood is at risk - they may have to close.

6. The fact they are going to take away yet more parking and move it to side streets is not practical. Medway st, there is bugger all parking there when you need it now, and there is a bus stop, you couldn't possibly get any more parking down that st or Mercy st. Parking up the bay to go to the shops, the doctors, or the library is now is a real problem. Parallel parking in the shopping centre is just not on, we'd lose too many parks again.

We have given this cycle way a good try for some time now, and it really hasn't worked for us. I would have more respect to the Council if they admitted they tried it but it hasn't worked and lets put things right. What you're proposing, none of those options are the solution for Island bay mainly, because our road is not wide enough and you have a lot of residential driveways which complicate the safety for pedestrians, cyclists and drivers themselves. Please just put it back to how we had it. There was nothing wrong with that set up.

**Submitter details:**

Suburb = Oriental Bay City = Wellington

Regular visitor

Age group = 60 +

E 1340

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents and Business Association Proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1341

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back the way it was

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 50-59

E 1342

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd =

4th =

**COMMENTS:** I prefer an option that properly separates cyclists from pedestrians; until we have a embedded a cyclist aware culture, a cycle way at the same level next to footpath will result in injury and annoyance and lack of trust of cyclists, plus toddlers kids don't understand road markings.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group =

E 1344

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Karaka Bays City = Wellington

Regular visitor

Age group = 50-59

E 1345

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** The option of separating the cycleway from the traffic is a good idea. It also needs to be separated from pedestrians as they are likely to walk in the way of traffic that is going quite fast with no warning.

The current option is flawed in the way it ducks from footpath to roadway and back again

**Submitter details:**

Suburb = Other City = FEilding

Regular visitor

Age group = 40-49

E 1346

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 50-59

E 1347

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Restore to how it was before you messed with it.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1348

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to original layout

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1350

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** because I like biking

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 18-29

E 1352

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Miramar City = Wellington

Other

Age group = 50-59

E 1354

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** back to original layout

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1355

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I choose this because it seems the safest as it gives a barrier between cyclists and the traffic but isn't raised which I think could be dangerous for cyclists.

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 30-39

E 1356

**COMMENTS:**

**Submitter details:**

Suburb = Aro Valley City = Wellington

Regular visitorOccasional visitor

Age group = 50-59

E 1357

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I don't want roadside bike lanes because they don't give cyclists enough protection from traffic and that's what makes cycling feel less safe and less comfortable

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 40-49

E 1359

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I think that road side cycle lanes are unsafe, especially the current design would have vehicles pass cycles in the lane with too little margin. I don't like the removal of footpath width in the business zone of option D. I would prefer half-raised cycle ways with angled kerbs.

E 1360

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** Cyclist comfort and safety should be top priority, parking opportunities a, somewhat distant, second. Road width is not an issue.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 18-29

E 1361

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Safety, as a cyclist being separated from cars is a huge plus, and not having to dodge opening car doors is great. I find cycling in Wellington mostly terrifying due to the traffic, the Island Bay cycle way is fantastic at promoting cycling and safety, a few adjustments would make it even greater

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1362

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as proposed by IBRA and the business owners

**Submitter details:**

Suburb = Aro Valley City = Wellington

Occasional visitor

Age group = 18-29

E 1363

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = South Gate City = Wellington

Regular visitor

Age group = 60 +

E 1365

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer the option proposed by the Island Bay Business and Residents Association

I am a regular commuter cyclist and I do not feel safe riding between the kerb and parked vehicles.

As a motorist I have found the current layout makes it very difficult to clearly see if a cyclist is on the cycleway when turning into a side street.

Of the the four options A,B,C,or D presented only option A is any better than the current situation but it too fails at each Bus stop and is far too expensive

**Submitter details:**

Suburb = Houghton Bay City = Wellington

Regular visitor

Age group = 40-49

E 1366

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd =

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:** I prefer option C as it is the safest option for cyclists of all ages. Whilst the cycleway in Island Bay is a significant improvement on previous cycling provisions in Island Bay, by allowing cyclists to be safe from being thrown into the middle of the road by car doors and being squeezed into unsafe parts of the road by passing traffic, the new cycleway has a number of limitations. Cars frequently park partly or wholly in the cycleway, reducing the space for cyclists to ride. Option C, by raising the cycleway will ensure that it is not obstructed by cars. It will also raise the height of cyclists so they are better seen and this is of particular importance to children and young adults, especially in the approaches to the intersections.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 60 +

E 1367

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:** In the interest of a long term vision for safe cycling in the Bay, in particular for young and older cyclist I made my choice

**Submitter details:**

Suburb = Newtown City = Wellington

Occasional visitor

Age group = 18-29

E 1369

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

ResidentRegular visitor

Age group = 40-49

E 1370

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/Business Association proposal.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 40-49

E 1371

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Albeit I like Option C and support progress, my confidence in WCC is pretty low in getting this iteration right. Look at the mess Island Bay is currently and the lack of accountability at WCC. Where is the input from an experienced urban designer from e.g. The Netherlands or a Scandinavian country? Although I don't support everything in Option E - Island Bay Residents Association/Business Association my preference is still to support the residents of Island Bay and return the Parade to the wide and open road it was.

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 30-39

E 1372

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Trade off of cost and safety. It would be great if kids could ride their bikes to college. It is not safe at present.

**Submitter details:**

Suburb = Ngaio City = Wellington

Regular visitor

Age group = 50-59

E 1373

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1374

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** What happened to the old truism.....'if ain't broken, don't fix it'? WCC completely ruined the safe wide Parade and wasted a huge amount of ratepayer funds creating an enormous unworkable 'white elephant'. The only viable option is to return The Parade to how it was prior to being destroyed by the idiotic cycle-way. Option E as proposed by the Island Bay Residents Association / Business is also my recommendation

**Submitter details:**

Suburb = Island Bay City = Wellington  
ResidentRegular visitorLocal business owner  
Age group = 50-59

E 1375

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** As an Island Bay business residing in the main shopping centre (Tapu te Ranga Gallery), we have no issue with supporting safe cycling in the area. However a major concern would be the loss of any customer parking on The Parade adjacent to the retail precinct. In our view the addition of a dedicated cycle lane through the retail precinct at the expense of parking, could significantly damage our business by restricting customers ability to park in a convenient location. You may think people could walk a little further than they do now, but such factors as time constraints and most importantly weather in the winter, means people will just not stop at all. We would definitely consider relocating if this was to occur.

**Submitter details:**

Suburb = Island Bay City = Wellington  
Resident  
Age group = 60 +

E 1376

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

**Submitter details:**

Suburb = Newtown City = Wellington

Other

Age group = 40-49

E 1377

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Options B, C and D address the safety concerns of the 'interested but concerned' who would like to cycle (or let their children and teens cycle) but are too scared. Getting more people cycling more often is vital for the health and sustainability of our city.

# Attachment to online submission 1377



## Love the Bay – Delivering on the Cycleway: Submission from the Wellington Branch of the Public Health Association

Thank you for the opportunity to provide feedback on the four design options.

1. We commend the Council on the design process. We feel the design report clearly reflects both community input and other considerations such as NZTA guidance and engineering best practice.
2. We consider that options B, C, and D would all be an improvement on the current layout, and we support any of these options.
3. [The New Zealand Health Survey](#) shows that the proportion of inactive 15-17 year olds has more than doubled since 2006. Physical inactivity has huge human and economic costs. The economic cost to the Wellington Region is \$140 million dollars a year, according to a [2013 report](#) commissioned by the Wellington Regional Strategic Committee.
4. Making biking safer and more attractive is one of the best ways to achieve a healthier more active population. A recent [study in the British Medical Journal](#) found (after adjusting for baseline health, smoking, income etc) cycle commuting was associated with a markedly lower risk of heart disease, cancer, and premature death.
5. Given this context, cycling infrastructure must not only serve current cyclists, but encourage more people to cycle, particularly children and teens, so that active transport becomes increasingly the norm. Safety concerns are the biggest barrier to cycling, therefore separated cycle lanes are a must. Putting vulnerable road users next to 50km/hour traffic is not a safe option, so we do not support option A.
6. The Wellington Branch of the Public Health Association has about 90 members including doctors, health promoters, academics and policy analysts. We are committed to improving population health and equity in the Wellington Region.

Best regards,

PHA Wellington Branch

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1378

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as per the proposal by the Island Bay Residents Association and Business owners at the Public Meeting held on 31 July 2019

**Submitter details:**

Suburb = Island Bay City = Island Bay

Resident

Age group = Under 18

E 1380

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** As per IBRA and Island Bay Businesses plan to put the Parade back and reinstate all car parks again

E 1381

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Paint it black , Island Bay Business and Resident Association .

E 1382

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Representatives.

E 1383

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Recommended by Island Bay Residents Association/Business Association

E 1384

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. Recommended by Island Bay Residents Association/Business Association

E 1385

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** OPTION E. Island bay residents association /business association

E 1387

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentLocal business owner

Age group = 30-39

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Change it back

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1388

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return it to how it was before it was highjacked by the former mayor.

Alternatively the council could pull it's head out of the sand and carry out a mail drop for all residents to vote on.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1389

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Go back to original cycleway to get more car parks back ion the parade paint the original cyleway btight green or pink

**Submitter details:**

Suburb = Kelburn City = Wellington

Occasional visitor

Age group = 50-59

E 1390

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1391

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** paint it to how it was prior to the cycleway, the original design

**Submitter details:**

Suburb = City =

Age group =

E 1392

**Perferred option or ranking:**

1st =

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 60 +

E 1393

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back the way it was - Option E. If Option E can't be done (because of so-called new rules and regs and best-practice engineering, whatever that is) then Option A. Parked cars have no place sitting out in the middle of the road as they are now. It is stupid, dangerous and creates a very narrow pathway for vehicles, especially buses. Should never have been allowed.

**Submitter details:**

Suburb = Other City = Auckland

Occasional visitor

Age group = 50-59

E 1396

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I regularly drive & cycle. They are both important & valid forms of transport. Our roads need to provide for both activities safely

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 40-49

E 1397

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association / Business Association

**Submitter details:**

Suburb = South Gate City = Wellington

ResidentRegular visitor

Age group = 60 +

E 1398

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Returning the road to the way it previously was is my most preferred option but since you do not allow for that, Option A is the best of a bad bunch. What concerns me more is the sheer cost of ripping out everything including street furniture and replacing it with new items and "bespoke" pieces with under lighting . What's wrong with recycling the items that can be recycled such as bus stop shelters and seating?

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 60 +

E 1400

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 30-39

E 1401

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Seatoun City = Wellington

Regular visitor

Age group = 60 +

E 1402

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business recommendation.

**Submitter details:**

Suburb = Other City = Hamilton

Occasional visitor

Age group = 40-49

E 1403

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C keeps cars and people on bicycles nicely separated and helps people feel safe. B is a bit too much like riding in a concrete channel. Unless you are a pro-mountain biker I think this is more likely to cause bicycle & pedestrian accidents. I don't like the angle park reversing problems presented by Option D.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 40-49

E 1404

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Seems safest and most likely to get maximum people using it

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

# E 1405

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd =

4th =

**COMMENTS:** My children currently use the cycle way.

If they have to ride beside moving traffic with no protection it is not safe enough and I won't let them. They can't ride their bikes on the road beside moving cars, they don't have the spatial awareness.

They are vulnerable.

A small dangerous minority of road users are distracted, impatient, intoxicated, aggressive and inconsiderate.

I witnessed the result of a crash on The Parade caused by a medical event.

The Island Bay Residents Association blamed the layout of the road for this. Factually Incorrect, the layout actually protected any cyclist from being killed, had the road been in it's old layout the driver would still have driven into parked cars the difference is that they may have collected a cyclist or two in the process.

My preference is for the cycle way to be higher than it currently is with a barrier to stop cars parking on the cycleway as many cars currently do.

I have personally narrowed my driveway on Medway Street in consultation with the council to allow for 2 more parallel parks to be installed outside my address.

I am not personally affected by reduced parking options and given the large number of empty parks on The Parade I think is problem is overstated.

I hope and trust any alterations will be informed by research, not by conjecture and confirmation bias.

Bikes are easier to finance than cars for those trying to access the south coast for recreation.

Bikes do not produce pollution.

Bikes save tax payers money by reducing road wear.

Cycling helps people stay fit and lose weight.

Drunk cyclist don't kill other road users.

Island Bay has many recidivist drunk drivers who drink at the Island Bay Bar or Bowling Club and then selfishly choose to drive to their homes a few blocks away.

You can park a dozen bikes in the space where one car parks.

Biking to the CBD is faster than taking a car.

Bicycle use is beneficial to Island Bays community as riders tend to frequent those businesses and services located within a small radius.

Failing Businesses that primarily sell tobacco and sugar are struggling because of an increased understanding of the ill health effects of these products. Not because someone can't park their SUV directly outside their shop.

Cyclist are very very vulnerable, please protect them the best you can.

Id like to segue the issue of the concrete Seawall on the Esplanade. This has ensured a road goes through the middle of children's beach side park, bloody madness. Wellington could have had an amazing adventure playground which would easily be accessible by bike from Berhampore, Newtown etc.

But no, we couldn't have that.

Heaven forbid motorists have their view of the south coast interrupted for 200 meters as they go for a sight seeing drive. Much better to lay some tarseal through a playground.

And don't get me started on the Basin Reserve, green space, what a joke, for who? 22 privileged individuals a few weekends a year.

If Wellington wants to keep it then it should be developed to host international one dayers. Then the cake tin could be replaced with a stadium with a roof where you're not miles away from the pitch when there is a game of footy on. It's a mess, the cycle way is going to run all the way down Adelaide road onto Cambridge Terrace. The cricketers are going to skin their knees on it, there will be no turn for the leg spinners. How the hell is Tony Greig going to stick his car keys into the cycle way?

Thank you for your consideration, have fun with the process, stay positive.

Make Island Bay great again!

Get rid of everything just paint a 10 meter wide flush median strip down the middle!

Erect a bronze statue of Vicki Greco holding an sceptre and orb in the middle.

Joyless, dysfunctional dystopia.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1406

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** As a born and bred Island Bay resident of 68 years I vote to return The Parade to its former glory as a wide and uncluttered area which has posed no problem to all users in the past. All car parking both angle and parallel to be retained with the bus stops at Tamar Street to be reinstated.

The present views shown on Goggle Earth display a functional Parade the way it used to be- not the cluttered, confusing and visually polluted shambles we have now.

**Submitter details:**

Suburb = Oriental Bay City = Wellington

Regular visitor

Age group = 60 +

E 1407

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** A 5th option, that proposed by the Island Bay Residents & Business Assn.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group =

E 1408

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** E - as per the IBRA proposal

**Submitter details:**

Suburb = Wadestown City = Wellington

Regular visitor

Age group = 60 +

E 1409

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** As one of the more elderly cyclists I definitely want the separated cycleway options.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1410

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 40-49

E 1411

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option A is no change and I don't see that as acceptable.

**Submitter details:**

Suburb = Houghton Bay City = Wellington

Regular visitor

Age group = 60 +

E 1412

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 40-49

E 1413

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I think a curbside cycle way is the safest as I've seen it work well overseas. I am amazed that with the options so many roadside car parks are lost. I note you have said this is safety related however the parade appears to be one of the safer roads in Wellington taking into account the vast amount of narrow roads. It saddens me that more car parks are marked to go. I have chosen option D as it has a kerbside cycle way and the least loss of car parks

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like The Parade to go back to the original plan please

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 50-59

E 1416

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

E 1417

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Even as a daily commuter on this road, and an experienced cyclist with lots of reflective gear, I don't feel safe with any roadside cycle path options. We want to stay in island bay and eventually have kids here, and a safe cycle infrastructure is a factor in our decision to stay here or move out to quieter and more pedestrian/cycle friendly neighbourhoods.

**Submitter details:**

Suburb = Aro Valley City = Wellington

Occasional visitor

Age group = 40-49

E 1418

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** C offers the best buffer space between bikes and parked cars. This is important for me as I use the bike lane with children.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1419

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** 1. So many cars were parking over the white line of the Safety Strip as they were more use to using a kerb to park against rather than a white line. The installation of the Safety Strip kerb will define clearly what is, and what is not part of the Traffic Lane.

2. It makes sense to me to have the Footpath, Cycle Lane and Safety Strip all at the same level so that people do not topple into the bike lane when leaving the car. It will also be easier for people crossing the road where they will only need to step down once to cross the road and once to reach the other side.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 1420

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** ust put in as per IBRA and island bay business recommendations - back to the way it was.

**Submitter details:**

Suburb = Aro Valley City = Wellington

Regular visitor

Age group = 40-49

E 1421

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Having the cycleway separated from traffic is safer and encourages new cyclists.

My partner and I bought our first bikes (as adults) a year and a half ago, and we often ride to the Empire Cinema rather than driving, because it's fun and easy. In other words, I believe the cycleway induces bike traffic, including from other suburbs.

I also regularly drive through Island Bay to Southgate, and as a driver, I find it much less stressful to have cyclists separated from traffic, compared to, say, Victoria Street. This would be especially true for child cyclists, who are not always predictable.

If the cycleway were raised, it would increase visibility and reduce any ambiguity with regard to turning motor traffic and who gives way. It also gives cyclists more options for avoiding suddenly opening car doors.

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 60 +

E 1422

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. Return it to how it was with parallel parking.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1423

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** We prefer option E for the following reasons:

There was nothing wrong with our suburb before it was "fixed" into the obstacle course that it has become.

I don't think the council should spend our rates fixing problems that never existed and creating narrow roads similar to Manners St and Willis St.

Coming home has become an unpleasant experience, with the narrow roads, the humps and the yellow poles where we can no longer do a u turn when necessary.

The parking has become a problem. The painted lines are random. Some don't fit a small car within the lines.

There is not enough parking particularly in the shopping area. Especially at the Doctors and the Chemist. We do not wish to have any more shops closing down.

Cyclists have the choice of Derwent St and Clyde St. We do not need special lanes.

We would be better off, if the rates were used to eliminate the pungent sewage odour we often get around the south coast.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1424

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** 1. Option E. Island Bay Residents ' Association/ Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1425

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Revert to the original layout before the cycle way was implemented. No cycle way in the Bay.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1426

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C gives cyclists a little bit more room to maneuver, with a 3.2m traffic lanes and gets rid of angle parking at the shops to retain generous footpath widths

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 40-49

E 1427

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Assoc. And Business reps proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1428

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I'm just 4 and I need room for my bike so cars dont hit me

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 1429

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Because no other street in Wellington can accommodate any of these options.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1430

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Below is the Island Bay Residents' Association and Business Representative's proposal for a fifth option - Option E.

1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.
  2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.
  3. Put unmarked car parking back against the kerb, no markings equate to more car parks.
  4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.
  5. In the shopping centre retain the current shared space and car parks.
  6. Look at reducing the speed limit along The Parade.
  7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
  8. Retain pedestrian crossings on The Parade.
- To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1431

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Porirua

Occasional visitorOther

Age group = 30-39

E 1432

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** C is best for everyone. A is, frankly, crap and a smoking gun of a politically perverted process. It should not be in there because it is retrograde and doesn't meet even basic good standards.

**Submitter details:**

Suburb = Aro Valley City = Wellington

Regular visitor

Age group = 18-29

E 1433

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I like option d the best because it decreases the likelihood of cyclists being hit by car doors. However, the main thing is to have a cycleway, and I think the current one is a massive step up from nothing

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Resident

Age group = 40-49

E 1434

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:** I don't want to see the angle parking removed from the central business area. Also, I disagree with the removal of the 40 car parks on The Parade. It's not just about the cyclists. People using the church and fish n chip shops are also impacted. Where will they park?

**Submitter details:**

Suburb = Berhampore City = Wellington

Local business owner

Age group = 60 +

E 1435

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Paint it back to the original

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 18-29

E 1436

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1437

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E, as proposed by The Island Bay Residents Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1438

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put back to original

**Submitter details:**

Suburb = City =

Age group =

E 1440

**Perferred option or ranking:**

1st =

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Lower Hutt

Regular visitor

Age group = 18-29

E 1441

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I support the Island Bay Residents association and Business association representatives

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1442

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Worked for 10 yares with no problems and provide cicle way

**Submitter details:**

Suburb = Tawa City = Wellington

Regular visitor

Age group = 18-29

E 1443

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd =

3rd =

4th =

**COMMENTS:** I have been badly injured though cars driveing cairlesly while Bikeing. This seems the safest.

E 1444

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** We as residents of the Parade would like the original road layout prior to 2016

**Submitter details:**

Suburb = Wellington Central City = Wellington

Regular visitor

Age group = Under 18

E 1445

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:** None

**Submitter details:**

Suburb = Kingston City = Wellington

Resident

Age group = 50-59

E 1447

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please reseal the parade as it is so confusing espeacially in wet weather, Return the bus stops to where they were. Return parking to the kerb side in unmarked parks so more parking is available. Put the cycleway back to roadside, retain parks in the shopping centre and also all pedestrian crossings.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 18-29

E 1448

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** having a barrier between cyclists and cars means cyclists are less likely to be hurt because of inattentive drivers, and also means more cyclists are comfortable in the cycle lane instead of moving into pedestrian areas when traffic is bad

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 50-59

E 1449

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Any cycle path has to work for kids. My 16 year old refuses to cycle: if she rides on the footpath she has been abused by pedestrians; if she rides on the road she is terrified by aggressive traffic.

Only options that separate cyclists from traffic are safe for all ages.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1450

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1451

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

As a resident of Island Bay for a number of years, I would like to see The Parade returned to its original state as its the simplest, cheapest and safest option to date.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentOther

Age group = 40-49

E 1452

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** As a cyclist I choose the IBRA's option E; it's the safest option.

Debris on current c.way can't be swept by rd sweeper & caused a puncture, car doors open cycle way - usually kids jumping out. I feel safer on the rd until Option E, a safe c.way is installed.

Elderly feel they have to hurry to their car to not be hit, & worry they might fall.

Parked cars obscure visibility - I've seen other near misses, plus local businesses have suffered.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1453

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** My preference is to run with Option E. Return the parade and surrounding areas to the way it was, including shifting the bus stops back to where they were and Pedestrian Crossings. There should be a green cycle lane on the right-hand side of cars parked curbside. This will come at a cost far less than the current options and will provide more parking and a safer environment for all road users.

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** No cycleway needed. Creating another failed cycle way will cause more public backlash and will cause even more reputational damage to the WCC. You should be doing the opposite of what Celia Wade-Brown did. Cyclists can use the road just fine

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 18-29

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** safety, easy access

**Submitter details:**

Suburb = Johnsonville City = Wellington

Occasional visitor

Age group = 40-49

E 1456

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** As a regular commuter cyclist, I find cyclepaths that are separated from motorised traffic are more usable and feel much safer.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

ResidentRegular visitor

Age group = Under 18

E 1457

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. Island Bay residents and Business Association Proposal.

I want the The Parade returned to the the way it was before the current cycle way was installed. I want a return to curbside parking and for bikes to ride down the outside of the parked cars.

**Submitter details:**

Suburb = South Gate City = Wellington

Regular visitor

Age group = 50-59

E 1458

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

**COMMENTS:** I prefer Option B as it is the least disruptive to the existing cycleway and provides the best separation between cyclist, motorists and pedestrians.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1460

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put unmarked carparking back against the kerb. It is not fair to take car parks away from households, businesses, churches, the medical centre and the bowling club. Retain the angle parking in the Island Bay shops area. Move the bus stops back to where they were previously. Retain pedestrian crossings on The Parade. Remove the speed humps by the shops. Reduce the traffic speed along The Parade to promote safety.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1461

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return Island Bay to how it was, make Island Bay great again.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1462

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Would like to revert back to the original road layout

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1463

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

**COMMENTS:** Clearer separation between carparks, road, cycle lane and footpath. Also please actually mark the cycle lane green this time.

E 1464

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I declined reverting to the old non-separated layout as it is much more unsafe and will discourage cycling in Wellington. Any of the three separated examples are good. Raised is preferred but seperate is more important.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 1465

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** While the current layout appears to have achieved the goal of encouraging cyclists on the parade, particularly families, the lack of physical buffer between the parked cars and the cycle lane presents a high risk of cyclists getting doored by passengers. This has nearly happened to me twice and is the key reason I remain skeptical of the cycle lane as someone who regularly cycles in Island Bay and throughout Wellington.

Motorists have not modified their behaviour and stopped parking in the painted buffer zone after a year and a half of the cycle lane being in place, and there's not reason to think they will start doing so. For this reason a buffer zone is necessary.

Additionally, a key flaw in the current design of the cycle lane is a lack of visibility for cyclists. Cyclists are currently hidden from traffic behind a row of cars.

This is particularly problematic at intersections, as cyclists have to pop out from behind a row of cars. Motorists turning left may not be expecting this. Elevating the cyclists will help with visibility.

I note none of the options resolve the key visibility problem with intersections on the Parade, especially those with bus stops, which is motorists turning on to the Parade have to look both at the road for cars and the cycle lane for cyclists.

**Submitter details:**

Suburb = Berhampore City = Auckland

Occasional visitor

Age group = 30-39

E 1466

**COMMENTS:** The Parade's special character has always been the generous footpaths and the wide open street. If we want to accommodate cyclists and provide for safety as much as possible this character should be preserved. However, the shopping area will suffer without adequate parking. In the absence of alternative parking being provided then angled parking needs to be included (alternatively if land is made available for parking then this could be removed).

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1468

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association 'Option E'

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

ResidentRegular visitor

Age group = 40-49

E 1469

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I'm confused by the one way options. What happens cycling the other direction? I agree with having cyclists share footpaths though, so I believe that widening each footpath by up to 1m, (I'm sure someone can work out what is appropriate) and then enabling shared use by pedestrians and cyclists is the best option. This could be used in many more parts of Wellington as well. It works well enough around oriental bay and this has much higher use by all, so for the volume of foot and cycle traffic in Island Bay and other areas, given that people are essentially courteous, there should be no issues. It is hard to see from the images how angle parking would affect the overall road space, but maximizing this is important, although the current parking arrangement in the precinct works just fine, ie some angle parks, where the road is wide enough, otherwise parallel.

The current layout for the cycle way is ridiculous. I've ridden the horse along it and seen cyclists using the pavement and pedestrians on the cycle lane.

**Submitter details:**

Suburb = Churton Park City = Wellington

Regular visitor

Age group = 30-39

E 1470

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The old island bay Road was so nice & traffic were so smooth. The new layout has created a nightmare and none of the options would work as they are just small alteration to the existing horrible layout.

**Submitter details:**

Suburb = Other City = lower hutt

Regular visitor

Age group = 40-49

E 1471

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Newlands City = Wellington

Other

Age group = 18-29

E 1472

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 1473

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** My choices reflect my belief that cycles are like pedestrians NOT cars trucks and buses

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1474

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E The Island Bay Residents Association & Business Representatives proposal.

E 1475

**COMMENTS:** I've experienced lanes shown in D,C & B in Munich, Berlin, Montreal, Amsterdam & Copenhagen, all of which have been good experiences. Importantly, they privileged cyclists over vehicles.

**Submitter details:**

Suburb = Other City = lower hutt

Regular visitor

Age group = 30-39

E 1476

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option A is completely unsafe for cyclists. This issue isn't just about Island Bay residents - the wider Wellington community will cycle on the Parade when visiting friends and family in Island Bay, not to mention when cycling to the sea. I'm concerned that this is going to mean we can't have modern transport solutions in Wellington and that's why I prefer the options I have chosen.

**Submitter details:**

Suburb = Khandallah City = Wellington

Occasional visitor

Age group = 30-39

E 1477

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Safety for cyclists

**Submitter details:**

Suburb = Seatoun City = Wellington

Regular visitor

Age group = 18-29

E 1478

**COMMENTS:** Being separated from the traffic is the most pressing issue. It is terrifying to be almost hit on a regular basis.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1479

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - I would like to see The Parade returned to its original format. The cycleway was and has been a process fraught with deception and council arrogance. The majority of LOCAL residents (not cycling nuts from Karori etc) hate the cycleway. I have lived on the parade for 21 years, and in that time I never saw a serious car accident. In the year following the cycleway, I have seen several serious accidents including one 4/5 car pile-up. The number of people cycling has barely increased, because Island Bay is NOT the problem, the city is. Business men and women don't care about island bay, they do not cycle because the roads in the city are dangerous. The council refusing to acknowledge this would be pure stupidity. Use your money wisely, and give our road back.

**Submitter details:**

Suburb = Te Aro City = Wellington

Occasional visitor

Age group = 18-29

E 1480

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** This has been an absolute waste of money, the cycle lane was never an issue and The Parade is one of Wellington's widest streets. Why did we need to fix it when it wasn't even broken? Let's just get it back to where it was, having realised that the new cycle way caused a heap of controversy and caused a large bill.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 30-39

E 1481

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I think it need to go back to the way it was at minimal cost, the damage to the community has been large and felt by residents and businesses alike. the roadside markings were more than efficient and I never had an issue riding from my house to the coast every weekend, now it's much more dangerous and I fear driving my truck and trailer along the Parade, a reality for me in my line of work. The threat to human life as a whole makes this an expensive and downright negligent vanity project that was unwanted by anyone but a noisy minority. Who sought to punish vehicle owners by inconveniencing everyone for the sake of their movement.

**Submitter details:**

Suburb = Wellington Central City = Wellington

Other

Age group = Under 18

E 1482

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Because it looks the best

**Submitter details:**

Suburb = Wellington Central City = Wellington

Occasional visitor

Age group = 50-59

E 1483

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Pedestrians and cyclist don't mix well, option A work best for all parties

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 18-29

E 1484

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** A lower cycle way discourages people from crossing it without looking, as it is more like a traditional road and kerb/channel. By having the same height, it blends with the footpath. I also like complete separation between car and bike, so do not like option a.

**Submitter details:**

Suburb = Berhampore City = Wellington

ResidentRegular visitor

Age group = 40-49

E 1485

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to see the road returned to its original state pre-cycleway. Cyclists were able to use this road safely

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 18-29

E 1486

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** It's important to separate cyclists from moving vehicles and the plans for a raised cycle lane do this very effectively.

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 40-49

E 1487

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E please

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1488

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 40-49

E 1489

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association and Business Association proposal.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1490

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 40-49

E 1491

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Options I like & why

I chose C (my favourite), B, and D because they all provide protected cycling space, which is, and feels, safer than riding at the edge of a traffic lane. Protected bike infrastructure has the best take-up among new riders.

I'll feel more comfortable carrying my 1-year-old daughter on the bike if I know drivers can't pass me very closely due to a moment's distraction. And maybe in a few years she'll be able to use the cycleway as a safer first introduction to cycling in the city.

I really like the plan to continue the cycleway through the shopping area. This is the biggest improvement from a cycling perspective. Doing this will boost usage by unlocking the route for people currently put off by that area (or who ride on the busy footpath to get through).

The raised tables at side roads will be great for cycling and for crossing the road on foot.

I prefer C over B and D because of the opportunity to have the path slightly raised, and because the shopping area won't lose footpath space. But I can also see local businesses are concerned about parking. The parallel parks in D might help allay their concerns, though they would also be less safe than the alternative.

**Options I don't like & why**

Roadside lanes (without protection from a kerb or from parked cars) will prevent a cycling route reaching its full potential. The residential area layout of Option A is worse than today for cycling. The layout places cyclists very close to the narrow traffic lane, so they are in an uncomfortable spot and could easily be 'clipped' by a vehicle. People are squishier than wing mirrors, so I know which I'd rather protect.

The IBRA suggestion to remove protection altogether and leave a gap in the cycleway through the shops would be significantly worse than today for cycling, and would limit uptake. People happy using today's cycleway may be put off. The IBRA suggestion seems badly thought out, with inaccurate costings. It doesn't fit the safety focus identified by the community in Love the Bay, and doesn't attempt to meet WCC or NZTA objectives for good cycling infrastructure.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1492

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I strongly support better infrastructure to encourage more cyclists. Option A is very poor and shouldn't even be in the running at this point in the process - it will not attract anyone but confident cyclists and will not change driver behaviour. C and B are in my view very close. It is important not to allow the cycleway to seem like a shared path, so proper demarcation is important. Option D may be suitable for the business district but in my view provides too much space for parking at the expense of footpaths which actually add to the community value.

**Submitter details:**

Suburb = Seatoun City = Wellington

Regular visitor

Age group = 40-49

E 1493

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Safest and most workable option to encourage cyclists and cycling as an alternative to motor vehicle commuting

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 1494

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** Cycleways Inside carparking is safest for all users as it reduces the risk of serious injury. It also encourages early age take up of cycling, which should be the ultimate goal.

**Submitter details:**

Suburb = Kilbirnie City = Wellington

Regular visitor

Age group = 40-49

E 1495

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 60 +

E 1498

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** The original layout with enhancements is preferred as it removes the danger of parked cars out in the traffic as it is at present. With the cycle lane properly demarcated as shown it would be safe for cyclists at the same time of keeping the Parade generously in proportion.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1499

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Good protection for cyclists.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 1502

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Gisborne

Occasional visitor

Age group = 18-29

E 1504

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1505

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:** Less dangerous

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1506

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E- Island Bay Residents' Association/Business Association

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Resident

Age group = 18-29

E 1507

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1508

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Just put I back to what it was originally

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1509

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd =

3rd =

4th =

**COMMENTS:** It maintains the current amount of angle parks

E 1510

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like the parade returned to as it was prior to the addition of the cycleway. The changes to the road layout have not improved safety for anyone - especially not cyclists. The parade is one of the widest streets in Wellington and did not need re-engineering to make it narrower.

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C supports me to cycle safely with my young children and wife, helps us when we are driving or walking, and maintains the unique character of Island Bay. It also will not cause problems with the business area which we enjoy, as the pedestrian areas will be maintained. Options B and D are not as good, but I acknowledge others may benefit more from them and remain acceptable.

It is also clear that cycling is hugely beneficial - just yesterday the BMJ published another study demonstrating the health benefits of commuting by bike (all cause mortality reduction by 41% is the headline figure, mainly from heart disease and cancer, over just 5 years!). Available on bmj.com - BMJ 2017; 357:j1456.

Option A is clearly unacceptable - failing to meet the basic standards of NZTA rules, regressive and embarrassing Wellington as a whole. It is clear in the design report that this has only been included as a political requirement, rather than a pragmatic option. The "Option E" approach is similar (and despite being an Island Bay resident I have not been invited to join this group, which seems to exclude those who do not agree with the leaders). Neither of these options fit with the Coolest little capital or Positively Wellington messages, let alone Deutsche Bank's best city in the world!

In the design report there are comments about 30kph limits being extended, and even a mention of bicycles "taking the lane", as recommended on narrow roads. I cannot see that either of these steps are appropriate for the Parade, one of the widest roads in Wellington. However if inadequate protection for cyclists are chosen by the council (against technical advice, against international standards, and against the asserted goals of WCC) then it is likely that this will be required. This will lead to frustration for drivers, and worsen understanding between road users.

I fully concur with the design report in avoiding a bidirectional cycleway - my experience of them is not positive, as a cyclist, pedestrian or driver.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 60 +

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I preferred most option C since this offered the most protection to cyclists and a raised pathway also makes it very clear to parked cars where the cycle way begins because of the raised kerb. Slant parking is a waste of space.

Option A is a no no. Sorry, but Council should be a leader in cycle safety and that means sharing out roads fairly with cyclists. It was a dereliction of duty to include option A. Would you permit a vote against seat belts, polio vaccines, laws against domestic violence simply because some would vote against these measures? We expect courage from elected members.

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Regular visitor

Age group = 18-29

E 1513

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Regular visitor

Age group = 30-39

E 1514

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 18-29

E 1515

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

COMMENTS: Other

**Submitter details:**

Suburb = Khandallah City = Wellington

Occasional visitor

Age group = 40-49

E 1516

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

COMMENTS:

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1517

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I am 7 years old and I am allowed to ride on the cycleway because it is safe. If it changes I might not be allowed to ride on it

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group =

E 1518

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as proposed by IB Residents Association - via Mrs Greco  
Return to it's original state with some modifications as specified by the residents association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1519

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd =

3rd =

4th =

**COMMENTS:** I cycle daily to and from work and appreciate a safe cycling environment currently provided. An island between the cycleway and parked cars will increase this. Angled parking is necessary at the shops as it is already difficult to find parks at the shops without losing more spaces. The foot path at the shops is wider than necessary and could easily accommodate the cycleway.

**Submitter details:**

Suburb = Houghton Bay City = Wellington

Regular visitor

Age group = 60 +

E 1520

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E Island bay residents association proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 30-39

E 1521

**COMMENTS:** safety and making the town centre more appealing

**Submitter details:**

Suburb = Kelburn City = Wellington

Other

Age group = 60 +

E 1522

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** If the City Council Goal is to provide safe cycling for the local population including encouraging children to cycle to school then separation from the road and a separate cycle lane is the best. This option is also most cost effective and to totally change what is there now seems very disruptive.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1523

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1524

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please return to original cycle way - i.e wide streets (option E)

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 40-49

E 1525

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Im not keen on having cyclists next to cars. I believe kids as they always have can learn to cycle on the footpath. I believe the council should be looking at separate cycle ways where there is actual danger to cyclists not where we already had lots of space. I think the number of cyclists is still way to low in island bay for the amount of time and space they are being provided with. I think we should be looking at public transport options and these options make it near impossible for two busses to pass each other

**Submitter details:**

Suburb = Karori City = Wellington

Occasional visitor

Age group = 60 +

E 1527

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The road should be returned to the original wide road ie before any modifications, that catered for all groups and not just cyclists.

**Submitter details:**

Suburb = Roseneath City = Wellington

Regular visitor

Age group = 30-39

E 1528

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I feel kerbside separation between cyclists and car-parking is important for cyclist safety (i.e. as per options B,C and D). Additionally, the increased traffic lane width and the increased distance between parked cars and the cycleway in option C provide the greatest cyclist protection/safety.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1529

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as proposed by IBRA and the business owners

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1530

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** line and paper submission forms: Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Other City = porirua

Regular visitor

Age group = 40-49

E 1531

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Id like to have it back to how it was as it seemed more sensible then. Not having cars parked in the middle of the street.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 60 +

E 1532

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The Parade was safer and more attractive and welcoming before the cycleway.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1533

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Kerbside barrier to stop cars parking into the cycle lane is great.

**Submitter details:**

Suburb = Karori City = Wellington

Occasional visitor

Age group = 60 +

E 1534

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Simple and more space on the road

**Submitter details:**

Suburb = Other City = Opotiki

Regular visitor

Age group = 60 +

E 1536

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** There are cities around NZ where a cycleway is taken from the road and placed on the footpath next to the road. This does not cause a problem - and I am a cyclist!

**Submitter details:**

Suburb = Seatoun City = Wellington

Regular visitor

Age group = 60 +

E 1537

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:** I have rejected option a because roadside bike lanes don't give cyclists enough protection from traffic and children use the cycle lanes. If cycling feels safe and comfortable more people will do it.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1538

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

Option E as discussed at the Public Meeting in Island Bay 31st July 2017. I would like speed humps removed, crossing lowered and street markings returned to the simple centre line. Too much road marking paint has been used and a variety of colour markers making it a visual pollution.

**Submitter details:**

Suburb = Wilton City = Wellington

Regular visitor

Age group = 60 +

E 1539

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I think option D should be abandoned.

**Submitter details:**

Suburb = Breaker Bay City = Wellington

Regular visitor

Age group = 30-39

E 1540

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** It's the best for all road user's safety, and to make The Parade a wonderful destination for everyone.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 60 +

E 1541

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 18-29

E 1542

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Having the cycle lane between the footpath and the parked cars is much safer for cyclists, especially children.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1543

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I think it is important to retain the business parks. Island Bay has a great little group of shops and we should support them.

Angled parks outside the Medical Centre makes for safer access, especially for those using the disabled parks.

The Flush Median is added back which gives that buffer between traffic, plus the traffic lanes are slightly wider.

Cycle lane passes side roads & pedestrian crossings at footpath level - more visible, and safer.

Having a buffer between the parked cars and the cycle lane allows people to access their cars more easily, as well as added safety for cyclists. (A positive also included with options B & C).

Having a kerb for cars to park against means they will park within the parking space, unlike with the existing situation. (I note this is planned for all 4 options).

I am aware Option D is the most expensive. I believe at this stage of the process it is most important to choose the design which will give the best possible outcome, not just for Island Bay, but as a model to be used for ongoing planning for extension of cycle-ways through other suburbs. Since the cycle-way went in, even in its current form, there has been notable use of the lane by children, and that is a pleasure to see - beneficial for their health and independence, and something that should be supported. I believe making it safer with the design improvements proposed will encourage more parents to allow their children to use it.

I personally cycle only for pleasure, but I am not a confident rider, and currently I drive out to the Hutt where I can cycle in safety away from traffic. I would love to be able to cycle in Island Bay, and when the current cycle-way was put in place I considered trying it, but in thinking about how safe I would feel using it I know that although I would feel safe on short sections, I would not while crossing some intersections, and especially not through the shopping centre. I sincerely hope the outcome of this process allows a design to be implemented that will make even an unconfident cyclist like me eager to use it, and maybe one day I will be able to ride from my home not only all the way to the beach, but also around our beautiful coast.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 1544

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Preferred the open roads as now the cycleways have introduced new driving and pedestrian risk factors.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1546

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** This is the safest option that provides best for all road and footpath users.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1547

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1549

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Option A is closest to returning The Parade to the layout it originally had. When driving, I find it easiest to see cyclists and know where to expect them if they are in the same road space as cars. This option would be enhanced by retaining the angle parks at the shops, which could be achieved by reducing the footpath width (as with option D). If we have to have an option with cyclists on the inside of parked cars, my preference is option D, which retains the most parking, and with the cycle lane at the same height as the footpath.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1550

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** My family and I love the cycleway. I feel such a sense of relief when I come to the cycleway as I can get out of the way of cars and ride happily along. I think an above the road cycleway option will be better for kids and new cyclists and will also help those who live on the Parade as it will be easier to see on-coming traffic when they exit their property.

# Attachment to online submission ISSO

## Some Benefits of Cycling

Cycling for transport has been recognised by the World Health Organisation (“WHO”) as having “an important role in promoting daily physical activity because non-motorized transport offers opportunities for regular physical activity that can easily be integrated into daily life at minimal cost” (Dombois et al., 2006, p. 8). Research shows that the health benefits of regular cycling are substantial. A Danish study found that, compared to a sedentary control group, “even after adjustment for other risk factors, including leisure time physical activity, those who did not cycle to work experienced a 39% higher mortality rate than those who did” (Andersen, Schnohr, Schroll, & Hein, 2000, p. 1628).

A large body of research examines the benefits of physical activity more generally, and this research is also relevant to my discussion of the health benefits of cycling. A good summary of this is found in a publication by the WHO (Cavill, Kahlmeier, & Racioppi, 2006) which states that “physical activity has major beneficial effects on most chronic diseases” (p. 5) including:

- 50% reduction in the risk of developing heart disease (Berlin & Colditz, 1990);
- 40% lower risk of colon cancer (Colditz, Cannuscio, & Frazier, 1997);
- 30% lower risk of developing type II diabetes (Tuomilehto et al., 2001);
- Reduced risk of stroke;
- Reduced risk of breast cancer (Latikka, Pukkala, & Vihko, 1998);
- Reduced risk of prostate cancer (Giovannucci et al., 1998);
- Reduced risk of depression (Dunn, Trivedi, & O’Nea, 2001);
- Enhanced musculoskeletal health;

Regular exercise has been found to halve the likelihood of experiencing obesity which is itself a cause of significant ill health (Dora & Phillips, 2000, citing Vuori & Oja, 1998). In addition, increased happiness and better sleep are positively correlated with physical activity (Genter, Donovan, Petrenas, & Badland, 2008, citing Taylor, 2000 and Kubitz, 1996). Mills (2007) suggested that physical exercise, along with other healthy lifestyle factors, is associated with increased productivity at work and less absenteeism of employees. Both the breadth of conditions covered and the extent of the benefit to health are impressive, though this condition specific research does not take into account the risk of mortality or morbidity due to experiencing a crash when cycling.

In recent years, increasing attention has been directed towards the difficult task of valuing the health benefits of cycling (Genter et al., 2008). Assessments of this nature are highly influenced by the assumptions underpinning them, though methods will evolve as better evidence on the health benefits becomes available<sup>1</sup> (Genter et al., 2008) and the methods of quantification become more standardised (Cavill, Kahlmeier, Rutter, Racioppi & Oja, 2008). In the international literature Cavill et al. (2008) conducted a review of cost:benefit analyses of cycling and walking infrastructure and found that the median benefit to cost ratio was 5:1. The health benefits were an important factor in producing the high benefit to cost ratios. In New Zealand, Lindsay, Macmillan, & Woodward (2009) conducted a valuation of the health benefits of increased cycle use in place of car use, and reported that “the health benefits heavily outweigh the costs from road crashes, at all levels of substitution”

---

<sup>1</sup> Due to a lack of robust evidence, Genter et al. 2008 chose not to include information on the health benefits of active transport in regards to both productivity and reduced exposure to air pollution.

(p. 5). Similarly, in the course of valuing the health benefits of active transport for governmental cost benefit analyses, Genter et al. (2008) noted that “the negative impact of active-mode injury risk does not outweigh the health benefits of increased activity, particularly when compared to private vehicle travel” (p. 32). In New Zealand it has been calculated that an increase in the use of bikes instead of motor vehicles for short trips<sup>2</sup> would generate net cost savings to the health system of \$192 million per year (Lindsay et al., 2009) and similar conclusions have been reached in Australia<sup>3</sup>. It has also been noted that an increase in the number of regular cyclists would be likely to lead to an even greater increase in the net health benefits of cycling<sup>4</sup> due to per cyclist crash rates reducing with increasing numbers of cyclists on the roads (Lindsay et al., 2009, citing Jacobsen, 2003). This research indicates that the overall health benefits of cycling outweigh the risks, with both the individual and the wider community benefitting from increased levels of cycling.

Other benefits from an increase in cycling for transportation include lessening of the burden of air pollution, congestion costs<sup>5</sup> and climate change mitigation costs as well as generating savings in national expenditure on fuel (Lindsay et al., 2009). Other less obvious benefits that occur with an increase in cycling include a more pleasant environment due to less vehicle traffic and more community interaction in terms of people on the street (MOT, 2008b). There are substantial benefits to be gained from increased use of cycles both at an individual level and as a society and it seems that increasing the safety of cyclists on the road may tip the balance even further in favour of cycling.

---

<sup>2</sup> The calculations presumed an increase in cycling, instead of using a motor vehicle, representing 5% of vehicle kilometers travelled (Lindsay et al. 2009).

<sup>3</sup> In Australia, Bauman et al. (2008) estimated that the avoidance of ill health through cycling in 2006 generated cost savings for the Australian health system of \$227.2 million.

<sup>4</sup> At 20% of trips taken by cycle instead of car the ratio of health benefits to disbenefits is 30:1 (Lindsay et al. 2009).

<sup>5</sup> The effect of cycling on congestion will depend on the local infrastructure and the extent to which cyclists impede motorists. It is relevant that in many cases the use of a cycle replaces the use of a car and therefore lessens congestion.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1551

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I want a cycle lane separated from the traffic. Raised height of the lane. Buffer between parked cars and cycle lane. Angle parking removed to make things safer as cars reverse out into the traffic.

I do not support the addition of an Option E that was added at the last minute to appease a group of local residents without the rigorous analysis that should be required.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1555

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to old layout

**Submitter details:**

Suburb = Melrose City = Wellington

Regular visitor

Age group = 50-59

E 1556

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** It feels so much safer being removed from traffic especially for children

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1558

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back to the way it was. Kerbside parking,return bus stops and pedestrian crossings to their original locations

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1559

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents' Association/Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1560

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Tawa City = Wellington

Regular visitor

Age group = 30-39

E 1561

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1562

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Northland City = Wellington

Occasional visitor

Age group = 30-39

E 1564

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I think this provides the most safest option for cyclists and pedestrians. I believe it also caters for cars in terms of wider lanes.

**Submitter details:**

Suburb = Northland City = Wellington

Occasional visitor

Age group = 18-29

E 1565

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Separated cycle ways are the only way we will meaningfully increase the use of cycling as an option due to the increase in safety and enjoyment they provide over a painted strip on the side of the road. There is no point in my opinion of making a cycle way if it is not separated from the traffic with a meaningful barrier and distance.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1566

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Change the cycle way back to the way it was prior to the changes. The way it is now makes no sense and is so dangerous. We cannot see backing out of driving ways on the parade. The way the cycle way was originally was perfect. Still a wide lane for cyclists. Also you can hardly see road markings as the old ones were poorly covered up. The whole road almost needs to be relayed?

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1567

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I have attached a submission.

# Attachment to online submission 1367

My name is (name removed) and I am writing to you to give my thoughts about the Island Bay Cycleway. I am 23 years of age, a resident of Island Bay and am not a cyclist.

## Background

1. I am not opposed, in principle to the idea of a cycleway. The Wellington City Council should be willing to spend money to improve cycling infrastructure.
2. Having said that, I did not see the point of building a cycle way in Island Bay in the first place. The Parade was a wide street and was relatively safe for cyclists. I believe that Adelaide Road was a far greater deterrent to cycle to work than the Parade. If a cycle way was deemed necessary, then Island Bay should have been the final part of that project. I have seen very little from the WCC which suggests any immediate plans to extend the Island Bay Cycleway into Wellington City.
3. Since the Island Bay Cycleway has been built, I have not seen a noticeable increase in people cycling to and from work. I have seen cyclists not cycling in the cycle lane or cycling down Derwent and Clyde Streets to avoid the Cycleway.

## The Proposed Options

4. Unfortunately, none of the four proposed options are acceptable.
5. The cheapest of the four options, option a, will cost at least \$4 million. This is more expensive than the Cycleway cost to be built in the first place.
6. All of the proposed options remove at least forty carparks in Island Bay. Island Bay's shopping centre is reliant on people travelling from neighbouring suburbs. Although, it is claimed that only carparks will be lost in the residential area, it can often be difficult to find a park in the shopping area as it is.
7. The four options have also been opposed by a majority of businesses in Island Bay. These are businesses which I frequent and I take their opinions seriously.

## Solution

8. I recommend following option E as set out by the Island Bay Residents Association.
9. Option E is far cheaper than options A-D.
10. Option E retains car parking space.
11. I believe it would be an improvement to return the cars
12. I do not believe that it is necessary to return the bus stops back to where they were.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1568

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E.

1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.

2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.

3. Put unmarked car parking back against the kerb, no markings equate to more car parks.

4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.

5. In the shopping centre retain the current shared space and car parks.

6. Look at reducing the speed limit along The Parade.

7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.

8. Retain pedestrian crossings on The Parade.

To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Other City = Porirua

Regular visitor

Age group = 30-39

E 1570

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Option B is the most safest I feel as it separates bikes from road traffic

**Submitter details:**

Suburb = Vogeltown City = Wellington

Regular visitor

Age group = 40-49

E 1571

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Cycling infrastructure is not an option but a requirement for all future environments. From a user point of view it enables all capable persons to access the network which is for all, not just motor vehicles. From a financial point of view everyone pays rate to maintain and enhance our infrastructure, not to subsidise cars.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1572

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E from the Island Bay Residents Association.

No parks are removed. The road goes back to much like it was. Also it will cost much less. Give us our parade back please.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1574

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I support the option provided by the Island Bay Residents Association and Business association - I think it is referred to as option E

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 30-39

E 1576

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** IBRA

**Submitter details:**

Suburb = Te Aro City = Wellington

Regular visitor

Age group = 30-39

E 1577

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Res Association and Business Reps

**Submitter details:**

Suburb = Newtown City = Wellington

Resident

Age group = 40-49

E 1578

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Berhampore City = Wellington

ResidentRegular visitor

Age group = 18-29

E 1580

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** Less cost to keep the original layout and just update it a little.

Option A to me seems more dangerous than safe, unnecessary adjustments to the road and its layout.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1581

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:** My preferred option is the one implemented in many cycle friendly cities around Europe - it's safer for cyclists, and keeps them out of the way of cars. It also important to make sure that cars pulling out from driveways have enough room to wait for an opening, without blocking the cycle lane.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1582

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

E 1583

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Restore the cycleway to the original layout of the Parade as discussed at the Island Bay Residents meeting

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1584

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Cyclists should be protected

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1585

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I want it back to how it was before you all interfered. Re instate old layout

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1586

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** IBRA/business association

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 60 +

E 1587

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Back to how it was. Paint it green and slightly wider

**Submitter details:**

Suburb = Island Bay City = Wellington

Local business owner

Age group = 40-49

E 1588

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** IBRA and Business Reps Recommendations

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1589

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1591

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer Option E as promoted in your previous email.

**Submitter details:**

Suburb = Other City = Auckland

Regular visitor

Age group = 50-59

E 1594

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Kilbirnie City = Wellington

Regular visitor

Age group = 40-49

E 1595

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C is the safest for people (both bike and car people) and will be a positive development for Island Bay. Needs some design work so it doesn't look like a shared path, but otherwise this one is the best.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1596

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** No

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1597

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to revert to the original design. It was very safe, there were more bus stops, there was more parking and it was a beautiful roadway in Island Bay. The median strip painted in the middle of the road meant people could turn into driveways without holding up other traffic and two buses could pass each other easily. The cars parked as they are now have caused many minor accidents with mirrors being damaged on both stationary cars and those keeping over to the left probably when passing large vehicles. In Clyde Street we have noticed more cars being parked and more cyclists because people prefer not to use the cycleway. The closing of the dairy on the corner of Dee and The Parade has been a blow to those residents in the vicinity because it was difficult to stop nearby and the dairy on the corner of Mersey Street has the same problem. The council should be promoting small businesses - not trying to close them down. More parking is needed on The Parade and no parking should be taken away from the shopping area. Cyclists should be safe on the road side of the cars and a cycleway could be marked on the footpaths for children as long as they have bells to warn pedestrians

**Submitter details:**

Suburb = Strathmore Park City = Wellington

Occasional visitor

Age group = 18-29

E 1598

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** It works extremely well in Europe and it could work here with a culture change around cycling

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1599

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitor

Age group = 18-29

E 1601

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Cycleway separated by footpath seems the safest, doesn't get in way of cars/buses. Parallel parking gives more room for road

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1605

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

E 1606

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Mornington City = Wellington

Regular visitor

Age group = 40-49

E 1607

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 40-49

E 1608

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

- COMMENTS:**
1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.
  2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.
  3. Put unmarked car parking back against the kerb, no markings equate to more car parks.
  4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.
  5. In the shopping centre retain the current shared space and car parks.
  6. Look at reducing the speed limit along The Parade.
  7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
  8. Retain pedestrian crossings on The Parade.
- To be confirmed but and indicative costing would be no more than \$750,000.

If you want to vote for Option E, write under 2 on both online and paper submission forms: Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Te Aro City = Wellington

Regular visitor

Age group = 30-39

E 1609

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I don't want option a. It is dangerous for cyclists.

E 1610

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I think separation of cars from cycles is key from a safety perspective but I never understood why this was not put in place in the city centre where volume of traffic is more and cyclists safety is more of an issue than wide open suburban streets.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 40-49

E 1611

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1612

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** Thank you for persisting in this difficult process, we really appreciate your patience. I live in island Bay and find it uncomfortable parking in what feels like the middle of the road between cycles and cars and worry about opening doors either way. My preferred option is that the road/parking/cycleway not all be on the same level - I prefer that the cycle way and path are the same, with delineation. I however haven't studied best practice and national and international experience and trust the council to make decisions on what is evidence based best practice in cycleway design, please stick to what is best practice, and don't be too influenced by a vocal group of people with strong views that are not reflective of the majority. Thank you for all the time and effort this must be taking

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitor

Age group = 60 +

E 1613

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** In the past when I've driven through Island Bay, I've driven dangerously as I'm inclined to drive too fast. The new layout has slowed me down and I'm very pleased about that.

I walk and there's something very good about walking along side the bikes. Last of all I'm a nervous bicycle rider and the layout I've selected will make me feel safer.

E 1614

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I selected B as a preferred option because it makes it explicitly clear to pedestrians that there is a cycleway. I am also very grateful to see a solution to cars parking in the area designated for opening car doors. The inclusion of a curb and elevated space between parked cars and cyclists is a very welcome amendment.

I would also be happy with C, but I would appreciate green coloured paint along the full extent of the cycleway, as well as signs or painted signs (such as painted cyclists in the cycleway and painted pedestrians on the walkway, the whole way), and plastic markers around bus-stops to encourage pedestrians to stop and check the cycleway before walking into it (like the plastic markers protecting the cycleway at intersections).

With the same thinking, I would support D also, but I do acknowledge that changes to the parking in the shops would benefit safety of cyclists under options B and C. I recognise that options B and C are likely to have a detrimental impact on businesses. This is an unfortunate consequence, and I hope that people would be encouraged to walk and cycle to the shops more to support their local businesses and alleviate this effect. That being said, I would support option D also as it retains more parking for the businesses, though my preferences still sit with B and C.

A is my least preferred option. I do not support option E presented by the Island Bay Residents' Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1615

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** 1) Angle parks

2) Having cyclists above with pedestrians

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1617

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I like option D because it provides more space for cars while on the road (with the median strip), yet still provides for a protected cycle way. I do not like that the footpath on one side is reduced to 1.6 meters, but accept that this is a trade off to allow more room for vehicles. I also support this design as it has the least impact on the number of parks in the shopping area, which I can understand is a concern for businesses. One thing I really like about option B is that there is both a barrier between the cars and cyclists but also a differential in the height between cyclists and pedestrians. This reduces the risk of both cyclists and pedestrians wandering/crossing into each others space..great for the safety of both. As an confident cyclist I would be happy with option A but can see that even with proposed safety enhancements this would still be perceived as too dangerous to many cyclists.

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 30-39

E 1619

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

Please take time to listen to the residents of Island Bay.

We are in Island Bay weekly, visiting family, and we feel there was no need to fix something that was no broken.

**Submitter details:**

Suburb = Kelburn City = Wellington

Regular visitor

Age group =

E 1620

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Councillors, time to earn your salary. Do not give into pressure from the IBRA and return the Parade to its original layout. This is not just about Island Bay—the wider objective has always been to create a proper a cycling network across Wellington. Are we trying to achieve this or are we not? In 2016 Wellington voted in a pro-cycling council, now it's time for those councillors to step up to the plate and make the right decision for the city come what may.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1621

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I prefer these options because cyclists are physically separated from moving traffic. This adds to safety, particularly for children and less confident riders. I like the use of raised platforms at intersections with side streets to moderate traffic speeds and increase pedestrian amenity.

E 1623

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Above road level cycle way creates an additional physical barrier that would seemingly create an even safer cycle way. It also creates a mental barrier – i.e it's easier to see the cycle way, there's a clearer distinction between cyclists and vehicles.

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd =

4th =

**COMMENTS:** As a long time resident of Island Bay I think it is really important that we prioritise low carbon transport. Option C is definitely the most cycle friendly as long as there is sufficient separation from pedestrians so it doesn't become dual use.

E 1626

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitorOther

Age group = 50-59

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** Always the best idea keep it simple.

I rode the parade for many years and it wss alwsys ine of the ssfest places to ride due to the wide road.

E 1627

**Submitter details:**

Suburb = Island Bay City = Wellington

Regular visitor

Age group = 18-29

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Melrose City = Wellington

Regular visitor

Age group = 50-59

E 1628

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** My only real concern is child safety. I want a solution that will see children cycling to primary school

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1629

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Mount Cook City = Wellington

Occasional visitor

Age group = 18-29

E 1630

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1631

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Having cars parked in the middle of the road is stupid and dangerous. Cyclists have to ride to the right of parked cars everywhere else, so they should on the parade too.

**Submitter details:**

Suburb = Wellington Central City = Wellington

Regular visitor

Age group = 30-39

E 1632

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Looks safest and most appropriate option, by providing kerbs between different users

**Submitter details:**

Suburb = Island Bay City = Wellington

Regular visitor

Age group = 40-49

E 1633

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please return The Parade to the way it was. There was never any issue with cyclists and motorists getting along and not having accidents and incidents when it was how it used to be!

**Submitter details:**

Suburb = Newtown City = Wellington

Occasional visitor

Age group = 30-39

E 1634

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Options B, C and D create a dedicated bike transport lane. Option D is particularly sound as it removes the deadly chance that a cyclist may be hit by an opening car door. I've not included Option A as my fourth most preferred, as it keeps bikes on the roadway with cars which is dangerous to both motorists and cyclists alike.

**Submitter details:**

Suburb = Broadmeadows City = Johnsonville

Occasional visitor

Age group = 30-39

E 1635

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1637

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I have kids who cycle and consider a cycle lane separated from traffic essential from a safety perspective. I am also myself a "cautious" cyclist and have had accidents in the past when drivers have opened their car doors onto me (in Leipzig, where the cycle path is on the road).

E 1638

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I think we need to have a safe cycleway.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1641

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Roseneath City = Wellington

Occasional visitor

Age group = 30-39

E 1642

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** For option D: I like that the cycle lane is kept separate from traffic, and that there is a median in the residential area to help with traffic flow - I feel the current layout of the street is very narrow and difficult to drive safely.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 40-49

E 1643

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C creates the best visibility, safety, and access. It is common practice in The Netherlands and other nations that have supported cycling to become a widespread form of transportation.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 60 +

E 1644

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** All research shows that when cycling is made safer and convenient more people cycle. Because of increasing traffic on roads less children are cycling or walking to school, and are driven to school (!) this decreases childrens opportunity for socialising, and developing independence. As well as impacting on their physical health. Once there are good cycle lanes, both objects road and on pavements, depending on situations then more people will cycle, relieving congestion and improving every ones health. I prefer c because I believe it will result in greatest numbers cycling. Hopefully then the closed minded people in island bay who oppose change will see the benefits. And there will be more positive responses to other planned cycling routes.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1646

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd =

3rd =

4th =

**COMMENTS:** The removal of angle parking from within the shopping area is not acceptable ruling out options A, B and C.

The removal of 40 parking spaces in the residential area is also a concern.

If residents cannot reliably find a car park within the business area they will likely travel elsewhere (by car) and the cycleway will have the perverse effect of increasing traffic on busy roads instead of reducing it.

Most households (even those containing cyclists) are reliant on one or more motor vehicles at least some of the time and the needs of motorists should be catered for.

Given the narrowness of many Wellington roads "improved cycling facilities" should not mean that every metre of road along arterial routes must have a separated cycleway.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1649

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I do not cycle and don't really like driving along The Parade with the current cycleway that much. However, I support having a proper cycleway (with cyclists separated from car traffic) to help facilitate an overall reduction in carbon emissions. I personally prefer the bus for commuting (rather than cycling), but I think I think cycling also has a role to play and therefore needs to be safer (if possible).

I choose Option D because I definitely want to keep the angle parking in the Island Bay Shopping centre - I think that the local businesses would suffer through the removal of in 17 parking spaces. One of the best things about living in Island Bay is the vibrant shopping centre and I would hate to lose this am concerned about the high cost of the cycle.

To be clear: I OPPOSE the conversion of the angle parking to parallel parking in the shopping centre.

I don't mind the reduction in footpath width associated with Option D, but would encourage the retention of as much footpath width as possible, particularly in the shopping centre (to enable outdoor cafe seating).

I wouldn't mind a reduced speed limit - e.g. 30kph - from the Dee Street roundabout and through the shopping centre (it would help me turn on to The Parade from Tamar Street/Clyde St - currently it is hard to see traffic coming from the north because of the cycleway and the on street parking).

I wouldn't mind a slightly narrower median strip through the residential section of Option D, although I don't really like the very narrow feel of driving down The Parade at the moment.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1650

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please just put it back the old way. Stop destroying the bay community, its businesses and the aesthetics of it. Our kids scooter to school not bike and I wouldn't even let our kids cycle on the cycleway as it looks too dangerous. I would prefer they bike on the path until they confident enough to go on the road which originally was wide enough for cars to maneuver over them. Just do what the people want and stop ignoring them. We pay for you to listen to us!!! What is wrong with you people?? Don't they teach you at council school that when people say no they mean no?

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1651

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Road-side layout but do not remove any more car parks.  
Taking 17 car parks out of the shopping area will force local business to close.

**Submitter details:**

Suburb = Wadestown City = Wellington

Occasional visitor

Age group = 50-59

E 1653

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:** I'm very supportive of improving cycling over the current situation around most of Wgtn. I would like my kids to ride more, to be able to ride to high school, but I would feel queezy if they did in the current situation . Something that keeps the bikes well separated from from cars and also allows people getting to and from parked cars clear visibility and space would be great. I commute by cycle regularly and often find it a bit hairy negotiating the same space as cars, buses and trucks. Thanks

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Resident

Age group = 40-49

E 1654

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** I would prefer to have a buffer from traffic (ie the parked cars in between the bikes and the traffic.) I think either of the last three options would be fine.

**Submitter details:**

Suburb = Island Bay City = Wellington  
ResidentRegular visitorLocal business owner  
Age group = 18-29

E 1655

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** IBRA Business Recommendation

**Submitter details:**

Suburb = Berhampore City = Wellington  
Regular visitor  
Age group =

E 1656

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer the 5th option which was put forward by the Island Bay residence association E for the following reasons:

- the design of the cycleways has disadvantaged all users of The Parade. There are fewer pedestrians walking along The Parade these days and they are now confronted by cyclists on footpaths who are not using the cycleway.
- people who are sick and need to visit the medical centre or the chemist are unable to get parks nearby. For obvious reasons no one skips to the medical centre. Families, the elderly or those with mobility issues are all seriously disadvantaged.
- the businesses along The Parade have been impacted considerably, at least one has closed at least one other is under serious financial risk, some have suffered a 30% decrease in business since the cycleway was implemented. The shopping centre is the hub of the community, it is where people meet and greet, socialise in the cafes, visit the library and toy library, visit the doctor, have their hair cut, visit the physiotherapist or the acupuncturist, drop kids off to childcare or buy gifts for friends and family. The movie theatre provides a place to enjoy an evening out, good food and fun movies for all the family. The takeaway businesses along The Parade provide great food. The rates imposed by WCC on these businesses are nearly double the domestic rates and what do they get for this? Removing more carparks will mean many of these businesses will close.
- the money is spent in the community, spent by locals who are running businesses locally. The locals spend money on a daily basis and not occasionally. They are part of a thriving community. Community and a sense of community is really important as proved after the Christchurch earthquakes.
- the cycleway has created a confusing road lay out and you still see visitors to Island Bay waiting behind the parked cars thinking this is a queue of traffic entering the bay.
- visibility of cyclists on the cycleway is an on going concern and cyclists suddenly pop up often at a high speed. Small children are completely hidden and are oblivious to anything going on around them.
- since the cycleway was implemented the number of cyclists using the cycleway has not increased significantly and so does not warrant a separate carriageway as currently designed. The suburb now has cyclists on the footpath on the cycleway and on the road. If this is imposed it should be compulsory that the cycleway need to be used.
- I'm a cyclists, have been for many years, and would not use this cycleway, it a hotch potch and as one of the WCC staff said very early on it will be a bit of this and a bit of that. The research WCC commissioned early on looked at design principles and the this fails to meet most of these. Why this model was not trialled on a small section of The Parade is beyond my comprehension, it is like we don't care and we have a truck load of money to waste.
- yes for sensible well designed cycleways. Don't use designs from foreign lands where there is high density housing and impose this on a low density suburban area

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

# E 1657

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Carriageway width for cars is most important as it not losing car parks in the shopping centre area.

Option B is worse than the current design neither of which I like.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

# E 1658

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Thank you for the chance to input into this final stage of consultation on the Island Bay Cycleway. I am someone who has used the current (and former) cycleway design. I am an Island Bay resident, frequently a pedestrian, and I also own a car (parked on street).

Firstly, I am not ranking option A at all. In the original cycleway, I was clipped by a car who's driver cut to close to me when a vehicle was passing in the other lane. I had a lucky escape, and that luck was augmented by experience and defensive riding. For someone who was new to riding in traffic, it might not have been minor. Roadside bike lanes just don't afford protection from traffic in the way protected ones can. It's scary. It makes me think twice about doing it. Sure, at the moment I have to complete my commute in sub-optimal conditions too, but starting the day on a safe path, and getting to glide home having dedicated space for me on my bike makes such a difference to my enthusiasm for two wheel commuting. Option A puts the cars and bikes too close together, and every time a car parks or leaves a space, that's an interaction that just isn't an issue with B, C or D, but a risk for cyclists with design A.

I have ranked option C first. This design is separated and has a kerb between cars and cyclists. One of the issues with the current design is cars failing to manage to park in the spaces. A kerb buffer will remove this issue (as it will with B and D too). I would prefer to see the cycleway height separated from both the road height and the footpath, just to ensure it is clear that the cycleway isn't a shared space. A mid-height kerb would still allow defensive escape onto the footpath if a car door were to fling wide open or someone step into the path. Option C's 1 metre buffer is a real improvement.

I would be happy with B, C or D. They all significantly improve the situation.

Option D's reduction of the footpath is unfortunate, and would perhaps cause further upset, though I think it leaves a still generous space. I defer to the experts in terms of safety with angle parking in the shopping area – as long as cyclists are not forced behind parked/reversing cars and the situation is considered safe by the experts, that's ok with me.

I would really love to see attention paid to beautifying the layout as much as possible – for instance with native planting on raised kerbs where the design allows. One of the complaints often levelled was about aesthetics – introducing as much softening as possible to the infrastructure would be fantastic. I am looking forward to seeing how urban design can also be improved in the shopping area.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1659

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** My partner cycles to work regularly and my children will one day use the cycle way. I want it to be safe for them. As a regular user of the local shops I would prefer that the angled parking be retained as it is often difficult to find a park when taking kids to the library or medical centre.

**Submitter details:**

Suburb = Other City = Lower Hutt

Regular visitor

Age group = 40-49

E 1660

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option c and b are preferred because they offer safe separated cycle space and reasonable space and amenity for pedestrians and motorists. It is time our built spaces allocate room for all users, not just the "might is right" approach of prioritising motor vehicle use. Leadership is essential otherwise a vocal minority will win out over common sense. We know our current patterns of car use are not sustainable. Let's lead the way and create an environment that supports choice and change. Kia kaha.

**Submitter details:**

Suburb = Roseneath City = Wellington

Occasional visitor

Age group = 50-59

E 1661

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Lower Hutt

Other

Age group = 40-49

E 1662

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1663

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd =

3rd =

4th =

**COMMENTS:** Option D has wider traffic lanes in the residential area, I prefer the cycleway adjacent to the footpath, but separated from the parking lane, and minimal loss of parking in the business zone.

**Submitter details:**

Suburb = Karori City = Wellington

Occasional visitor

Age group = 30-39

E 1664

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** My needs in the area are as a cyclist. I like the idea of angle parking - this should make it less difficult for some to park (and un-park). BUT - I dont believe that the cycle lane should be at the same level as the footpath. I've ridden separated cycle lanes like your scenarios (eg Melbourne/Copenhagen and find it a hazard for those stepping off the footpath into the cycle lane. Having a physical step provides a little conscious thought rather than a potential "flexible" attitude to the cycle lane.

**Submitter details:**

Suburb = Houghton Bay City = Wellington

Resident

Age group = 40-49

E 1665

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island bay residents association option is best

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1666

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:** The current format of the cycle way is counter intuitive with the cycle way running between parked cars and the footpath. People forget to look when getting out of their cars to cross the cycle lane and the road feels 'cluttered'. Option A provides for enhanced safety, is more intuitive and will look 'tidier'.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1667

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** keep it as it is now. spend no more money on this cycleway. learn from this and do others better.

Or There is also an option by the residents association that seems to be significantly cheaper.

1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.

2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.

3. Put unmarked car parking back against the kerb, no markings equate to more car parks.

4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.

5. In the shopping centre retain the current shared space and car parks.

6. Look at reducing the speed limit along The Parade.

7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.

8. Retain pedestrian crossings on The Parade.

To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Wilton City = Wellington

Occasional visitor

Age group = 30-39

E 1668

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd =

3rd =

4th =

**COMMENTS:** Seems safer and more intuitive than the current layout, yet slightly cheaper than option D (which removes the risk of being 'doored' by a car passenger).

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1669

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The old way was a safer way!

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 50-59

E 1670

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Just paint over all the existing lines and return it back to its original state.

**Submitter details:**

Suburb = Vogelstown City = Wellington

Resident

Age group = 40-49

E 1671

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Best option

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1673

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. Island Bay Residents Association/Business recommendation

**Submitter details:**

Suburb = Berhampore City = Wellington

ResidentRegular visitor

Age group = 40-49

E 1676

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/ Business Association

Reseal and paint road markings.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1677

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I have lived in Hamburg (Germany) for many years with a similar design (to option C) and cycled in many other parts of Europe with variations on this (option D or option B). I felt safe cycling both as a cycle commuter and as a parent with young kids on my own bike or on their own bikes with this sort of cycleway. The great thing is that the footpath is widen via the existence of the cycle track and approaching cyclists just need to uses bell to let pedestrians know to move over. Really advanced cyclists (road bike users) would choose to use the road or a different route anyway. Anyone turning into or driving out of a driveway needs to be cautious, as do the cyclists. But this is all normal behaviour which responsible people should be doing anyway. The current design is dangerous and I am reluctant to use it.

**Submitter details:**

Suburb = Churton Park City = I grew up in Island Bay and my family still live there

Regular visitor

Age group = 40-49

E 1678

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Would like the Parade back to the way it originally was. There was plenty of room for cyclists and cars. It was much safer and tidier. The council has created a mess of a beautiful street.

E 1679

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 18-29

# E 1680

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Still doesn't fix main issues. I want the part of the road that cars drive in to be wider and all of these options are taking away even more parks. It is nearly impossible to park close to the doctors now.

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 50-59

# E 1681

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to see .

1. Reseal The Parade approx cost \$280,000 based on council figures for 2016 where they spent \$9.5 million resealing 68km of road.
2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put in and re-kerbing approx half a kilometre of The Parade.
3. Put unmarked car parking back against the kerb, no markings equate to more car parks.
4. Clearly paint using green or another colour, a cycleway on the roadside of parked cars, increasing the width by half-a-metre from the original cycleway design.
5. In the shopping centre retain the current shared space and car parks.
6. Look at reducing the speed limit along The Parade.
7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
8. Retain pedestrian crossings on The Parade.

To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitorOther

Age group = 50-59

E 1682

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** First of all, its great the council is doing something about the unsatisfactory road arrangements in Island Bay. However, I do not support any of the options proposed by the council as I believe all of these solutions will have a negative impact to the larger community to support the small number of cyclists using the cycleway every day.

As proposed by the Island Bay Residents Association, I support the option to return the Parade to its original road arrangements. This includes the cycleway at roadside, not curbside, and resident parking up to driveways. I support there is no change to the Village zone including maintaining the diagonal parking and parallel parking. I don't believe there is a need to have a cycle way through the village, as this is a 30km zone and traffic moves slowly. Additionally, people already cycle on the paths and I am happy with this so long as they recognise pedestrians as having right of way.

I am extremely concerned that all the options proposed by the council will negatively impact the viability of the Island Bay village and small businesses there. The council surely must want to maintain the viability of the village - after all this is the heart of the community and is key to maintaining the resiliency of the community.

Removal of car parking in the village will make it harder for people to meet and shop. It is already hard finding car parks in the village. The New World carpark is a private carpark and can't be expected to support parking for the Island Bay village as well.

I also don't see why the proposed options require further removal of residents car parking. In fact, the Morrison Lowe review stated 'In particular, the loss of parking and impacts on other users (drivers, pedestrians, businesses, homeowners) has been hard to explain.'

Additionally, the design report outlined on 30 June 2016, the Council's Transport and Urban Development (TUD) Committee considered the Wellington City – Urban Cycleways Programme paper2, and resolved that:

“Agree that any consultation regarding changes to the cycle way in Island Bay take as long as necessary to get a suitable outcome and include a full range of options, including the status quo and original designs.”

The options presented do not include either a status quo or an original design option and so the designers have not met the resolution. I also believe that without these options being presented to the community, you cannot truly say you have undergone a full consultation.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1683

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E please and I also want to ensure the bus stops are re instated

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1684

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put back to how the parade was before the cycle lane

**Submitter details:**

Suburb = Te Aro City = Wellington

Regular visitor

Age group = 60 +

E 1686

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. put it back to where it was before the cycle way was built.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1689

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to the original layout

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 40-49

E 1690

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to how it was with cycles merging with traffic as is riad marked in much of the city and our villages.

**Submitter details:**

Suburb = Johnsonville City = Wellington

Occasional visitor

Age group = 18-29

E 1691

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Options C and D provide more road space for vehicles. This would make it easier for larger vehicles (buses) to pass other traffic and parked cars. Also, visually speaking, having the cycle lane as a part of the footpath creates a more seamless and simple look. It also removes the need for the cycleway to dip from one side of parked cars to the other in certain parts.

**Submitter details:**

Suburb = Other City = south wairarapa

Other

Age group = 40-49

E 1692

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I think it should go back to how it was.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 1693

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1694

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Back to the way it was as per Island Bay Resigence association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1695

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** -All of these options have a one-way cycle lane on both sides of the road.

-Both options A & B are dangerous to driver and riders

-Options C & D take too much space

-This is a waste of resources - the amount of bikes on the cycleway is too low for this.

-A two way cycle lane on one side shared kerbside solves all issues

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitor

Age group = 30-39

E 1697

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** The Island Bay cycleway is the best thing that has happened for me as a cyclist in Wellington. Nowhere feels as safe and comfortable as Island Bay does.

If this can be improved and developed in anticipation of a city-wide roll out, that's a great thing for Wellington's future.

A separated lane is the most safest option

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1698

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** My preferred option for the Parade is option C, with a few changes. I am strongly in favour of keeping cyclists physically separated from fast-moving traffic on major arterial roads like the Parade. This is because new cyclists are uncomfortable riding on the road, and new cycling infrastructure should be targeted at getting new people cycling. For this reason it is important that new cycling infrastructure is attractive to riders of all abilities and ages.

Option C treats the bike lane almost as an extension of the footpath. This I believe will make it easier for residents, who don't like the current layout with cars looking like they're parked in the middle of the road, to accept the new cycleway. It makes it clear that cyclists should be treated more like pedestrians than motorists. This makes sense because cyclists, not being inside a metal box, are just as vulnerable as pedestrians in interactions with cars.

However I do believe there should be some kind of physical demarcation between the foot path and the bike lane. I understand that the bike lane is to be entirely painted in a different colour. This is good but a physical cue should be present to prevent pedestrians and cyclists from straying into each other's area. This should be forgiving enough that it won't be a hazard and knock over a cyclist if they hit it. Perhaps a short angled curb could be used. It should be noted that a faster cyclist overtaking a slower one will need slightly more than the 1.5 metre width of the bike path to do it safely, so making sure the curb on both sides of the bike path is forgiving is very important.

It is worth acknowledging here that many businesses in Island Bay are strongly opposed to the removal of any car parking. I believe there are better ways to manage the parking so that is not as many parks are required. I am also philosophically opposed to precious space on arterial roads being used for the storage of private vehicles. I believe publicly-owned arterial roads should prioritise the movement of people over subsidising parking costs. But in the interests of addressing the concerns of businesses and not dividing the community, I support retaining as much of the parking as possible. If this means using option D in the shopping centre, then so be it. It is unfortunate to reduce the walking space in the area, but it should be up to the businesses to decide whether they think walking space in front of their shops, or retaining a few more car parks, is more important to them once the cycleway is extended through the shopping area.

In residential areas of the Parade, it probably isn't necessary to individually demarcate each car park. Since cars will be parking against a curb in all of options C, B, and D, motorists should be able to parallel park just as they do on other roads in Wellington without individual parks marked out. This may allow more cars to park on a given stretch of road, and should give people the perception at least that they have more choice of where to park.

I also think it would be beneficial to make the bike lane a different colour over its entire length. This will further reinforce that this is a space that is just for bikes (not pedestrians or cars). This colour should persist across driveways and side streets to reinforce right-of-way. The bike lane should be made from coloured asphalt so that the colour persists as the path gets worn down. The standard colour for bike lanes at the moment is green, but I would prefer that we change this to red (brick red as in the Netherlands). This is a more aesthetically pleasing colour in a suburban environment, and would also differentiate bike lanes from bus/bus-only lanes. I want to make a comment in favour of using raised tables for pedestrians and cyclists across side-streets. Straight through traffic should always have priority over turning traffic, and this should apply to pedestrians and cyclists as well. This will also make the ride smooth and consistent for cyclists as they will stay at the same elevation at intersections. The bike lane and foot path should also stay at the same elevation and treatment (ie continuous colour and material) across driveways for the same reason.

This YouTube video gives an example of what I think an ideal suburban cycleway should look like: <https://www.youtube.com/watch?v=6imqI8VfwNo>

**Submitter details:**

Suburb = South Gate City = Wellington

Regular visitor

Age group = 40-49

E 1699

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I support the preferred option of cyclists I know, but I would not like to see pedestrian spaces compromised as good walkable spaces are vital to a thriving community.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 18-29

E 1700

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** It is a good compromise between cyclists and walkers.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1701

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association & Business Association Proposal

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 60 +

E 1703

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association. Note: Please listen to local people. I am a cyclist and vehicle driver - it is currently the most dangerous stretch of road I have driven or cycled. it needs to be returned to the original or similar, and return the car parks.

**Submitter details:**

Suburb = Khandallah City = Wellington

Occasional visitor

Age group = 60 +

E 1704

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Go back to what it was before the current cycle lane

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1705

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E Island Bay Residents/Business Association

**Submitter details:**

Suburb = Kelburn City = Wellington

Regular visitor

Age group = 50-59

E 1707

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return The Parade to the way it was before the cycleway. It is a costly and unnecessary development that has offered nothing positive to Island Bay and has caused far more problems than it ever thought it would solve.

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 40-49

E 1709

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I used to find riding through Island Bay with young children too dangerous. We would all ride on the footpath. Kerbside cycling makes the cycle lane usable for all.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1710

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E Island Bay Residents Association /Business recommendation

**Submitter details:**

Suburb = Northland City = Wellington

Regular visitor

Age group = 60 +

E 1713

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - The Residents Association and Business Representatives proposal.

1. Reseal The Parade approx cost \$280,000 based on council figures for 2016 where they spent \$9.5 million resealing 68km of road.
2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put in and re-kerbing approx half a kilometre of The Parade.
3. Put unmarked car parking back against the kerb, no markings equate to more car parks.
4. Clearly paint using green or another colour, a cycleway on the roadside of parked cars, increasing the width by half-a-metre from the original cycleway design.
5. In the shopping centre retain the current shared space and car parks.
6. Look at reducing the speed limit along The Parade.
7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
8. Retain pedestrian crossings on The Parade.

To be confirmed but an indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 40-49

E 1714

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** The cycle way must separate car traffic from cyclists. This is proven to be the safest method of designing a cycle way so any alternative that puts cars next to cycles is illogical.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1715

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as per the residents and business assoc

**Submitter details:**

Suburb = Houghton Bay City = Wellington

Resident

Age group = 50-59

E 1716

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E at minimal cost (reseal and paint) ... see details attached ... and please take the time to read ... note it suggests a simple and safe Wellington wide plan for all

## **Attachment to online submission 1716**

**Option E at minimal cost** ... which is re-seal the parade as is and paint a line down the middle ... and paint a wee bit of green to indicate where to cycle before and after the bus stops which is outside where cars can park by the curb.

As far as parking by shops ... I would like it to return as it was before if possible just by using paint ... this includes angle parking in front of library and parking in front of Wisconsin burger and more close to diaries 10 mins only parks.

Note I think the bus stops are okay as is ... giving cyclist the option to ride either side of them, and would put Tamar St bus stop back with paint only.

Also I think it is okay for cyclist to ride on the foot path providing they are going less than 20kph ... remember we already have runners and mobility scooter etc to co-exists with and ideally this area would be more known as a shared slow lane and made wider if the road is okay to be narrower (see details below) ... but I don't want to see any more spent on the parade until a wider plan for Wellington is agreed.

The wider plan as I see it ... is to only have 2 travelling area/lane type options ... 1) being a shared slow space ... 0 to 20kph shared both ways by walkers, runners, slow cyclists, skater boards, mobility scooters etc ... and 2) a faster shared space 20 to 50kph ... with a 30kph limit in busy areas ... to be shared in one direction by faster cyclist, skateboards, ebikes, motor bikes, cars, buses and trucks. This faster shared space need to be about 7 meters wide ... which is often the max width of many existing Wellington roads, like outside my place at (removed), Houghton bay ... note if the road area is wider than 7m then cars can park on the sides taking a up 2 meters a side ... and the rest of road width can go into making the slow shared area/old footpath wider ... for example the parade is 15m of road and 2x 2.5m of footpath ... could in the future be 11m of road 2x 4.5m of slow share area/old footpath ... keeping the planted strip ... and then the road/area thru Berhampore maybe only has room for car parking on 1 side ... cause I am not sure of it width

And finally I am both a cyclist and car driver ... and often enjoy cycling around the bays to town and back via Island bay parade in a social way ... if I am struggling into wind sometimes I carefully ride on the footpath so I do not hold up traffic on the road. And back re The Esplanade that has a narrow footpath often just on the sea side ... are there any plans on making this wider? In summary, I think there'll be more and more ebikes in Wellington that will safely travel with increasingly smaller electric type cars, small buses and trucks so there's no need to have special commuting type needs for cyclist ... just allow the slow ones to ride on the old footpaths/new slow shared areas.

**Submitter details:**

Suburb = Wilton City = Wellington

Occasional visitor

Age group = 60 +

E 1717

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Prefer (1) wider safety buffer between cycleway and parking and (2) cycleway above road surface and below footpath to encourage cyclists to stay on the cycleway.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1718

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The wisdom of those that are resident in Island Bay provides the answer for Councillors on this matter. They encounter issues that affect themselves and their families every day in the suburb of their choice and understand better than most the impact of change. Many in attendance at the Island Bay Residents Assn meeting on 31 July had the wisdom of years and the experience of a lifetime to draw upon.

Accordingly, I have reviewed the options and believe that the option (e) provided at the IBRA meeting on 31 July (and that was actively promoted at the "Love the Bay" input sessions) is the appropriate outcome.

I do note that option (a) is similar and therefore is the second most appropriate solution - but the expense is not necessary.

**Submitter details:**

Suburb = Hataitai City = Wellington

Other

Age group = 60 +

E 1719

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** "Option E - Island Bay Residents Association/Business Association"

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1720

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association option.

Put it back the way it was - you have wasted heaps on this nonsense already, don't waste more.

We want our boulevard back.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1721

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to previous way

**Submitter details:**

Suburb = Other City = Porirua

Occasional visitor

Age group = 50-59

E 1722

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I want to see the safest option. I want to encourage cycling in Wellington, and as a driver, I do not want to kill or injure a cyclist! I am disgusted that at a public meeting advocates for a safe option felt intimidated. Evidence suggest that shops would not be disadvantaged by these options.

**Submitter details:**

Suburb = Seatoun City = Wellington

Regular visitor

Age group = 50-59

E 1723

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option e or as roadway was orginally.

Ideally a seperated cycle way would be built from central wellington out to island bay prior to a cycleway being constructed in island bay, before any more money is spent here, once current road markings and cycleway removed .

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1725

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1726

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Go back to the original way it used to be.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1727

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like The Parade returned to the design it was before the current abomination was foisted upon us. Please revert to kerb side parking for cars and a painted cycleway on the road side of them just as it was. Keep the cycleway off the footpath at bus stops. I am not happy with any of your 4 proposals because they interfere with The Parade as it was before. We had a lovely wide boulevard with plenty of room for buses to pass each other and it was proven safe for cyclists before you changed it to the current design. Also I am not happy to lose car parks in the business areas of The Parade. Listen to the Island Bay residents - it's our suburb, our Parade and our neighbourhood.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1728

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** First preference is option E. This makes slight improvements for ALL road and footpath users on the original layout. I feel safer under this option and it is more cost effective. We also need to maintain the parking for businesses in Island Bay and for those that rely on motor vehicles for transport i.e. elderly and disabled.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1730

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island bay Residents Association & Buisness Association Proposal

**Submitter details:**

Suburb = Other City = Levin

Regular visitor

Age group = 60 +

E 1731

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - return it to what it was

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1732

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** 1. Reseal The Parade. The ghost markings and broken seal at the northern end need remediation.

2. Move the bus stops back to where they were. I find placing cyclepaths on the footpath behind the bus shelters rather dangerous. I have seen cyclists whizzing through there at about 20kph when people are standing waiting for the bus.

3. Put unmarked car parking back against the kerb, no markings equate to more car parks.

4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.

5. In the shopping centre retain the current shared space and car parks. There is nothing wrong with the angled parking that currently exists.

6. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.

7. Retain pedestrian crossings on The Parade.

**Submitter details:**

Suburb = Strathmore Park City = Wellington

Regular visitor

Age group = 60 +

E 1733

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - revert The Parade to how it use to be - as a safe road for ALL users for many years. Two major flaws with the current layout are: 1. turning into The Parade where vertical poles are positioned makes the experience hazardous, especially when a motorist from the opposite direction is also turning into the street that you are exiting. 2. Reversing from a driveway on The Parade requires extreme caution as visibility is impaired by the parked vehicles off the kerb. The Parade was a safe, shared space for ALL which residents were proud of. Option E is the best option.

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Regular visitor

Age group = 60 +

E 1734

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back to the original layout - all the others especially are unmitigated disasters.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1737

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Revert the parade back to how it was. No need for a cycleway here given the width of the road. The loss of parking that has been proposed would be a significant loss to local businesses and residents, and I can't see any safety reasons why this should occur. The issue with the current layout is the cars parking toward the centre of the road. As a driver it feels you are driving very close to the parked cars and cars coming towards you, which is unnecessary given the road width. As a cyclist, there was never a need for a cycleway in Island Bay. As a worker in the CBD, the thing that stops me commuting to work is the narrowness and unsafeness in riding along Adelaide Rd in Berhampore and down to the Basin, coupled with there being no clear route along Cambridge Terrace. These are the locations that require a cycleway, not Island Bay.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1738

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Take it back the way it was. Put the car parks & bus stops back the way they were & the cyclists on the outside of the cars where they are easily visible. There have been more accidents or near accidents with cyclists since the change than there ever was before hand.

**Submitter details:**

Suburb = Karori City = Wellington

Occasional visitor

Age group = 40-49

E 1739

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** no comment

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1740

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put the parade back the way it used to be before this piece of incompetent road engineering.

**Submitter details:**

Suburb = Northland City = Wellington

Regular visitor

Age group =

E 1741

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would prefer the road to be returned to it's original state with no cycleway.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1742

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association, as presented at public meeting held on 31 July.

**Submitter details:**

Suburb = Khandallah City = Wellington

Occasional visitor

Age group = 50-59

E 1743

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** cyclists are road users and the cycleway should be on the road

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 60 +

E 1744

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** Return the road to the way it was.

**Submitter details:**

Suburb = Strathmore Park City = Wellington

Regular visitor

Age group = 40-49

E 1745

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Safest for cyclists

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1746

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** OPTION E- ISLAND BAY RESIDENTS ASSOCIATION/BUSINESS ASSOCIATION.

# *Attachment to online submission 1746* **ISLAND BAY CYCLEWAY: WHAT NOT TO DO**

## **PROBLEMS WITH THE CURRENT CYCLEWAY CONFIGURATION-**

### **THE FLAWED DESIGN SHOWS A BLATANT DISREGARD FOR SAFETY CONCERNS OF LOCAL RESIDENTS**

**16 JAN 2016**

In today's DomPost Councillor Andy Foster suggested the solution to improving safety may involve removing even more car parks for better visibility. Next thing WCC will insist on flag bearers walking in front of vehicles (just like they did in about 1902) for the protection of cyclists....

### **SOME SAFETY CONCERNS ABOUT ISLAND BAY'S NEW CYCLEWAY**

It is ironic that during process of the 'greening' of Island Bay there was never been so much asphalt and concrete work carried out as on the suburb's cycleway project. The thing is, almost all of it has been completely unnecessary. I've been an Island Bay resident for 60 or so years and I honestly cannot remember any serious cycling accidents on The Parade during that time. Now that a large part of the cycleway has been built, some real safety concerns have been highlighted for the local residents who actually have to deal with the situation on a daily basis.

### **LOCAL SENTIMENTS**

I live on The Parade and so the cycleway (when it is completed in the next month or so) will pass directly in front of my house. Now that kerbs have been re-constructed and most of the road markings, a confusing and distracting array of red, white, and green marking are in place, the stupidity of the cycleway design is there for all to see. Of all the local residents I've spoken to, (including many residents who live on The Parade itself), I have yet to meet one who has anything favourable to say about the new cycleway configuration, and most would say that the former cycleway was perfectly adequate and perfectly safe for all. Most residents I've spoken to are actually quite annoyed, not just with the cycleway itself, but possibly even more so at the process by which it has been imposed on us. While the cycleway in Island Bay may be a cyclists fantasy come true, the most vocal advocates during the quite farcical 'consultation' process don't even live in the area (except for the Mayor and a few others). Until the new concrete kerbs and paths were in place, I had no idea of what we were actually going to get- WCC were certainly not proactive in keeping residents informed with up-to date detailed design plans.

#### **Accessible car parks**

The total number of car parks directly outside the Island Bay Medical Centre and the library has been

reduced from 9 or 10 diagonal parks to 5 parallel parks. Two of these are accessible parks, which are for the exclusive use of cars which have mobility cards displayed. The location and configuration of these new accessible car parks makes it awkward for disabled drivers (the driver's door opens directly on to a narrow road carriageway.) The reduced numbers of car parks also means that those wishing to access the medical centre (or perhaps drop off books at the library) may now have to park a considerable distance away. That's quite acceptable if you're fit and healthy, but possibly not so good if you have a serious medical issue, or if you have infants to manage, on the way to see the doctor.

### **ELDERLY AND MUM'S WITH BABIES AND INFANTS**

The passenger's side door of parked vehicles opens directly into the new cycleway. Because they now have to park outside of the cycle lane, mothers trying to unload babies and infants from the passenger's side of a vehicle, for example, no longer have the relative safety of the footpath- it is now 2 metres further from the car because of the cycleway. Cyclists who feel entitled to be able to ride along at speed with little regard for others pose a real danger to any who would encroach into their new exclusive track. Mind you, I've also seen cyclists do exactly the same thing on the footpath, while their brand new cycleway a few metres away remains unused.

With the rear right hand door of a car opening into the narrow carriageway it is very difficult for a parent to safely carry, place and buckle up a second child into their car seat. Opening the car door for any duration (say 1 minute to buckle up the child?) either blocks traffic in the adjoining lane, or forces passing cars to cross the centre line into oncoming traffic to avoid colliding with the car door or parent and child.

This is a real safety concern for resident or visiting families. This issue will encourage further demand for off-street car parking with perhaps even more kerb crossings. While the actual opportunities are limited in recent weeks I've noticed an increasing number of vehicles using the grass road reserve (where it is available) for safer accessible parking. The end result of more off-street parking is that there will be less permeable surfaces and (where cars are parked on the road reserve) it is also possible that the established Pohutukawa trees may be adversely affected.

### **NARROW CARRIAGEWAY**

The narrower road carriageway makes it difficult in many places for large vehicles buses and trucks to safely pass each other- they have to slow down to a crawl to safely pass. If a door is opened from the driver's side of a parked vehicle, there is absolutely no 'wriggle room' within which a passing

vehicle can swerve to avoid an accident. It is virtually impossible at some points (such as at the bend slightly south of the library) for large vehicles such as trucks and buses to pass. During the morning and afternoon peak traffic times every following vehicle must now queue behind a bus or truck to allow the opposing large vehicle to pass. I have no doubt that the local garbage pick-up trucks, delivery trucks and courier vans will also find plenty to complain about (I've heard some of them already) because of the reduced road width and lack of manoeuvring space when trying to get to the kerbside outside shops and houses all the way along the cycle route.

For the council to argue that the carriageways are now no narrower than many other Wellington streets is quite fallacious. Island Bay residents are very familiar with Adelaide Road where the width of the carriageway from Wakefield Park to John Street) is about as narrow as the 'New Parade'. There is often evidence of smashed mirrors and rear quarter damage to parked cars. My question is why would you reduce the safety of the perfectly acceptable standard of The Parade down to the level of safety of roads like Adelaide Road? Driving through Adelaide Road is often a white knuckled ride when opposing traffic (including trucks and buses) speeds towards you while hugging the centreline. You also have to contend with the added danger of a car door being opened directly into your path of travel by some careless or unthinking person. That's happened to me on many occasions. It's all a bit of a gamble really. Why would a roading engineer decide to replicate those conditions and think it would be OK for Island Bay? I've noticed that a large number of parked vehicles now encroach over into the cycleway to minimise the risk of getting side swiped by passing traffic.

The width of the Parade (which is what I would call a main arterial route, a fairly busy road particularly at morning and afternoon peak hours) has been reduced to that of a minor suburban side street. The private driveway (which serves two houses) at my own property is exactly the same width (3.0m) as the road carriageway. This is the 'New Parade' a miserably complex mess of painted lines, humps and bumps.

## **RESIDENT'S DRIVEWAYS**

Many residents along The Parade have never been able to turn their vehicles within their own properties either because of lack of space or because garages are located right on the street (or road reserve) boundary. It used to be possible for those residents, when leaving their properties, to reverse from their properties into a reasonably wide carriageway (combining the carriageway and cycle lanes in each direction) with an acceptable degree of safety. With the cycleway configuration it is now quite a dangerous manoeuvre to reverse out onto the street. There simply isn't the same angle of vision when cars are parked in the allotted spaces some two metres from the kerb. I'm in

the fortunate position of being able to turn my vehicle on my property. While it is far safer to drive forwards on to the street, I still need to manoeuvre so far forward to get enough visibility that I have to effectively block the cycle lane until it is safe for me to venture further forward into the traffic. The danger is compounded if a large vehicle such as an SUV or van is parked so that it completely obliterates the view. To make a left turn from a property on to The Parade safely most vehicles (anything larger than the smallest compact cars) now have to turn so widely around a parked car that they are required to cross the centreline and so face the risk of encountering oncoming traffic. Drivers will need to ensure or, to put it more accurately, hope there is no traffic moving in either direction for a 100 m to safely manoeuvre on to the road from driveways.

## **CONSEQUENCES**

In most cases it's the irresponsible or just plain careless road user who is to blame when accidents happen. Often, however, it's the innocent and responsible driver, cyclist or pedestrian who has to suffer the consequences. Wellington City Council, in my view, has created a multitude of ideal conditions for accidents to happen along the length of the cycleway. One can only hope that accidents (especially those involving serious injuries) are few and far between. Who will accept the responsibility for safety when things go wrong? It seems that the safety of cyclists (although I do wonder how safe the cycleway really is for them too) has been at the expense of all other road users and residents on The Parade. You can bet your bottom dollar that not one city councillor would have voted for the cycleway if they themselves had owned local businesses or lived along it's route. Of course it's too late now to change all the realigned kerbing, speed bumps, relocated bus stops and so on, but a simple and relatively inexpensive improvement for the sake of safety of all would be to revert the remaining parts of the route to the former configuration simply by painting new lines with car parks alongside the kerb. The old shared road and cycleway concept worked well and posed few of the dangers that the new configuration has highlighted. The cycleway could even be painted green along its whole length just to make a statement to show that cyclists also have a place alongside other road users and residents

## **CYCLISTS USE**

The whole problem in a nutshell, it seems to me, is that for 100% of the time (24/7) the entire cycle way width from one end of The Parade to the other is dedicated for the SOLE USE of the OCCASIONAL cyclist. At peak times (am and pm rush hour in the summer?) a cyclist will pass on average maybe once every 3 or 4 mins (???). In winter the number reduces drastically- only the

diehards venture out on a bike. For the rest of the day there are almost no cyclists, perhaps a few during weekends. I have yet to see any hard data (i.e a WCC survey?..., no, better still an independent survey) of actual usage. The result is that with this idiotic new configuration the safety concerns of ALL have been compromised just to accommodate the FEW. And yes folks, even local cyclists (Island Bay residents!) drive cars at times and have to put up with this crap. The safety margins inherent in the former cycle way layout (roadside rather than kerbside) have been effectively eliminated.. Those critical safety concerns have now been raised by many in various media and widely discussed.

### **20 MARCH 2016**

Celia Wade Brown in her arrogance says we'll get used to it. As if to say everything is ok? No, CWB you need to start looking for another job.

### **30 JUNE 2016**

Car parking along most of The Parade is already at a premium. Car parks between Mersey Street and Dee Street are often fully occupied throughout the day especially during weekends. The nearly completed townhouses (10 or so) near Tamar Street of course will increase demand because they will only have one car park per unit. WCC have also been looking at plan changes to introduce zoning for higher density housing in Island Bay. The Parade is be one of the obvious target areas. Higher density housing will of course will place even greater demand on car parking as if it isn't bad enough already. Further south, there is less demand for car parks except for when there are community activities or functions at the Bowling Club, the Baptist Church or St Hilda's Church. These community buildings are used for a wide range of community activities, marriages, funerals, Mainly Music, dance groups, Zumba etc etc and so car parks are often heavily used at certain times during the day or evening. It seems to me that the WCC green agenda is that cyclists will cycle whatever the cost wherever they want, and car drivers can walk. If you need to attend say a funeral or wedding at these venues, you will need to bring your hiking boots or running shoes along because the nearest car park will be down at the beach. People don't want to turn up to a wedding on a bike. WCC planners (headed by DAVID CHICK) need to understand that these facilities are really the heart of our community, not the cycle way.

### **JULY 2016**

Mayor Celia Wade-Brown has finally acknowledged that she and her fellow councillors who voted for the Island Bay cycle way fiasco have made a huge mistake. Step One: acknowledge you made a

cock-up. That's great to hear (a great leap forward?) but now... Step Two, is to rectify the mistake you made. Luckily she also said that a new round of consultation would begin, (YAY!!) ...although in the same breath (resentfully it seemed...sweet and sour?) said that the 'views of more than just Island Bay residents should be taken into account'. Hopefully that doesn't mean they will engage in farcical consultation like last time and take into account views from people like that cyclist from Waiheke Island who thought the cycleway was 'really great', and then later admitted that he's never been to Island Bay in his life.

In this renewed spirit of community consultation councillors and all the cycleway infrastructure design experts (both in-house and out-house) should be invited to come and try out a few driveways (not all at the same time please folks!). Each should come out to Island Bay to see (and try out) for themselves what all this fuss is about. They should plan their visit (just for interest's sake) during peak hour traffic when there might be a few rubbish trucks, busses, or maybe even some big demolition trucks passing by at just the right time. There might even be the odd cyclist (although they are pretty rare) and maybe a few young kids with scooters on the footpath too just to get the adrenaline going. The participants in this consultation phase would need to use their own cars of course just in case of calamity. Cars would be parked within the allocated parking spaces on each side of each 'test' driveway. The odd high sided tradesman's van with no windows could be parked on one side of the driveway just to add a bit more interest. The WCC participants in this real life consultation would be required to exit from a number of driveways firstly by driving forwards, and then also by reversing out into the line of traffic,, first attempting a right turn and then a left turn manoeuvre. Then they could try the same turns from Humber Street (east side) while a bus is parked outside St Hilda's church, and then also from Avon and Tamar Streets.

The participants in this real life consultation scenario will get a keen understanding of why most residents along the Island Bay cycle route (not to mention hundreds of others in Island Bay and beyond) are quite outraged with the current configuration. There are now significantly more dangerous safety issues than existed previously. If there are cars parked on each side of a kerb crossing, it's a bit like Russian Roulette each time you enter or leave your property. None of the councillors would have voted in favour of this cycleway configuration if such a patently unsafe situation was created in front of their own properties.

Councillor Andy Foster has suggested that the problem of dangerous driveways can be resolved by removing even more car parks from The Parade. This zealously pro-cycle councillor obviously hasn't

thought that one through properly either. He's the guy who said Island Bay residents needed to 'get a life'. There is no way that Island Bay residents need to put up with even more crap from WCC.

WCC Councillor Andy Foster (together with the other pro cycleway zealots) has repeatedly suggested that the solution to improve glaringly obvious safety issues (particularly inadequate visibility at driveways) on the Island Bay cycle lanes is to remove even more car parks.

Car parking along most of The Parade is already at a premium. Car parks between Mersey Street and Dee Street are often near full capacity through the day especially during weekends. Higher density housing in Island Bay will of course inevitably increase demand.

Further south, the demand for car parks is currently less except when there are community activities or functions at places like the Bowling Club, Island Bay Baptist or St Hilda's churches, and the Empire Cinema. And yes, even the corner dairies and other local shops play a vital role in our community.

The larger community buildings are used for a wide range of activities including marriages, funerals, regular church meetings, Mainly Music and kids care groups, various dance and fitness groups like Zumba etc. Nearby car parks are often heavily used at certain times during the day or evening. It is not unreasonable for the large numbers of users of such community facilities to be able to park within a short distance of the venue and not have to walk long distances to get to the venue (especially in the case of the elderly, or if children are in tow).

In Island Bay, these long established community centres weren't provided with the luxury of on-site car parks and roadside parking is therefore vital. The Parade and side streets are also used by increasing numbers of 'park and ride commuters who catch buses into the city. The removal of even more car parks is not a long term solution to fixing the Mayor's Mistake and nor is the slowing down of vehicles on the road to a walking pace simply to satisfy the few cyclists who bother to use the cycle lanes.

At the recent Island Bay Residents Association meeting David Chick (the newly appointed WCC Chief City Planner) spoke in re-assuring tones about how in the final review, after the cycle lanes have been in operation for a year, WCC will re-engage in consultation with all sectors of the community and would look at the entire space across the length and breadth of The Parade from property boundary to property boundary. The assurance was made that WCC would go back to square one and place particular emphasis on consideration of 'THE PLACE'.

My hope is that WCC have not completely lost sight of the fact that the sorts of facilities that have been mentioned are the real the heart (i.e. THE PLACE) of OUR community, not the cycle way.

Removal of yet more car parks as a quick fix to the Mayor's Mistake will only erode the sense of community and place for Island Bay residents.

#### **CARPARK REMOVAL 03 August 2016**

I am vehemently opposed in principal to removal of car parks just so that the safety of the current cycleway can be improved. Despite this, I have with reluctantly requested that WCC remove a carpark from in front of my house so that I and others (visitors etc) can exit my driveway with at least some degree of safety. This means that the church and Bowling Club will be deprived of the use of yet another on street carpark just because of the ridiculous current cycleway configuration.

#### **CONCLUSION:**

The cycle lane should be reinstated to the roadside for the safety of all, just like it was before this fiasco was forced on the residents of Island Bay. The new markings should be done properly to avoid the current issues with old marking showing through to create further confusion and even more safety issues. In the meantime there have been quite a few accidents, smashed mirrors side swiped cars, etc (the whole sad storey can be seen on the Facebook page Get Rid of the Cycleway

#### **LOVE THE BAY WORKSHOP 03 MAY 2017**

I thought the organisation and presentation this evening at the Baptist Church of the various design options was pretty shambolic. I wondered how the average Island Bay resident could be expected to evaluate the rather confusing information overload and then make a sensible contribution to the process. The regional council information and presentation was especially poor with what appears to be hastily scrawled hand written notes. In my opinion the presentation of design options should have been confined to just dealing with the issues on The Parade. Perhaps the attendance exceeded expectations, but the display boards weren't large enough to be able to be read from a distance, with many people trying all at once to see the details of the various options.

Registered Architect



, Island Bay, Wellington 6023

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Resident

Age group = 50-59

E 1747

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** A return to the original cycle way that has been there for years but leave the new pedestrian crossings as they are

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1748

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put the Parade back how it was - safe for cyclists and pedestrians - remove the humps in the shopping centre. I narrowly avoided running over a woman who ran across the road, didn't realise the humps were there( it was dark) she fell over and was left lying prone on the road. It is ridiculous that buses have to drive over the centre line, traffic can't get past buses on a number of stop or cars have to go onto the wrong side of the road to get past. The number of car parks must be retained - none must be removed

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1749

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as put forward by residents association

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 1750

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** It's dangerous to have traffic so close to cyclists, particularly on a road so busy.

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 18-29

E 1752

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1753

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I agree with my wife's comments.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1754

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** The current cycle lane makes the roadway too narrow. It has reduced the amount of carparks significantly. People getting out of the passenger side of parked cars are not used to looking to see if a cyclist is coming so endanger cyclists when opening their doors.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 40-49

E 1755

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** It's important to keep the cars away from the bikes, and option C looks like the best option.

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitor

Age group = 18-29

E 1756

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Safer for all road users and pedestrains. Clearly separate each user from each other

**Submitter details:**

Suburb = Newlands City = Wellington

Regular visitor

Age group = 30-39

E 1757

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** looks safer with raised median and cars on outside, not inside

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1758

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - the IBRA and business recommendation.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentLocal business owner

Age group = 50-59

E 1759

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** The present layout is safe and designed around international best practice.  
Keeping the present layout will be by far the cheapest option as it would cost nothing.

**Submitter details:**

Suburb = Mornington City = Wellington

Regular visitor

Age group = 50-59

E 1760

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to go back to the way it was with the cars able to park next to the footpath and cyclists riding on the road. This was much safer for everyone.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1761

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Melrose City = Wellington

Regular visitor

Age group = 40-49

E 1762

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Angled parking will mean cars won't open doors into the path of the cycleway, and people getting in/out of cars won't interfere with the cycleway. I don't support the original layout because that reduces cyclist safety and provides no benefits - the original IB cycleway was used by cars (i.e. passing other cars by driving on the cycleway, crossing the cycleway to park) and this is dangerous for cyclists while providing little benefit to drivers. I suggest you consider removing all on-street parking on the Parade to encourage people to take responsibility for storing their cars. I disagree that council funding should go towards car parking on the street.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1763

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I think it's important to have bicycle traffic separated physically both from dangerous vehicular traffic but also from slower moving pedestrian traffic around busy areas.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1764

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Safe for cycling and a wider road for driving

**Submitter details:**

Suburb = Wellington Central City = Wellington

Occasional visitor

Age group = 18-29

E 1765

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** 1. Properly designed separated cycleways are always safer than painted cycleways, so go some way to remedy the stigma that cycling is a dangerous mode of transport. Therefore separated cycleways are more likely to be used by people who are new to on-road cycling.

2. An extensive network of separated cycleways in Wellington of which this is the first, will greatly increase travel and mobility options of residents and visitors, which will reduce dependence on space-inefficient car travel. This is particularly important as new apartment construction is increasing the density of people in Wellington.

3. Vehicular traffic will not have to slow down behind bike for a safe opportunity to pass, therefore improving traffic flow.

4. The outcome of this cycleway decision will set a precedent for the design for other cycleways in Wellington, and consequently the likelihood of a successful cycleway network in Wellington. Because of this, I do not think that consultation on the design of this cycleway should be restricted to the residents of Island Bay.

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 50-59

E 1766

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association Option.

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 30-39

E 1767

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to how road was previous.

**Submitter details:**

Suburb = Other City = Wainuiomata

Occasional visitor

Age group = 18-29

E 1768

**COMMENTS:** The cycle lane should preferably be separated from both the moving traffic and the pedestrians. However with the cars parked straight the doors could open into the cycles, so the angled parking is best.

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Regular visitor

Age group = 30-39

E 1769

**Preferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Options C and D provide safe cycling facilities for all types of bikers, away from traffic, and elevated to ensure visibility when cars are moving across the bike lane. These options mirror what is commonly used globally, including in busy cities such as Paris and across the Netherlands.

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 40-49

E 1770

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** There are 3 things that are important for a successful cycleway:

1. Keep cars off the cycleway (i.e. more than just lines on the road, a physical barrier)

2. Prevent opened car doors from obstructing the cycleway - otherwise it's not really a cycleway then

3. Keep pedestrians off the cycleway - they usually don't like sharing space with cyclists, even though you never hear of anyone being killed in a collision with a cycle

E 1771

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E (local residents one)

**Submitter details:**

Suburb = Mount Cook City = Wellington

Occasional visitor

Age group = 18-29

E 1772

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

**COMMENTS:** Cost, keep original layout with enhancements.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1773

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** return st to original condition

**Submitter details:**

Suburb = Other City = Porirua

Regular visitor

Age group = 18-29

E 1774

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association Plan

**Submitter details:**

Suburb = Kelburn City = Wellington

Regular visitor

Age group = 50-59

E 1775

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** A separated cycle lane from vehicle traffic is preferable, and option A doesn't provide this. Options B,C,D are much more logical, consistent and streamlined compared to the existing set-up. Option C gives the widest cycle lane and separation from parked cars.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1776

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C provides a very close win win situation for all traffic users. Have you considered a two way cycleway on only one side of The Parade?

**Submitter details:**

Suburb = Mornington City = Wellington

ResidentRegular visitor

Age group = 18-29

E 1777

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentLocal business owner

Age group = 50-59

E 1778

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Representatives.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1780

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. Island bay residents association/ business association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1781

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I like option E

**Submitter details:**

Suburb = Other City = Wellington

Regular visitorOther

Age group = 18-29

E 1783

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1784

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I want the Parade put back to what it was originally, which means Option E as discussed at the Residents' Meeting lastMonday evening!

You have a list of all requirements to comply with Option E.

I am not against Cycle lanes but the way The Parade has been altered at present is dangerous for everyone concerned, no matter who is using it!!

Josephine Muollo

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1785

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** After the meeting held on the 31st July 2017 at the Baptist Hall in Island Bay, another option was put forward by the President of the Island Bay Residents Association (Vicki Greco), which was "to return The Parade to it's original state". This was going to be "Option E" which was agreed to at the meeting.

This is the one that I want.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1786

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to suggest that the Wellington city Council put everything back to its original state with no loss of car parks. The Island Bay cycle lane has caused nothing but too many problems for the residents of Island bay. If the Wellington City truly feels for the residents of Island Bay they will remove all these problems. The Parade was a great street now its a mess due to the Wellington City Council.

**Submitter details:**

Suburb = Te Aro City = Wellington

Occasional visitor

Age group = 18-29

E 1787

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** I don't think option A is as safe as the others

**Submitter details:**

Suburb = Other City = Lower Hutt

Regular visitor

Age group = 18-29

E 1788

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I think the separation from both footpath and road is a safe option. It also makes sense, now that the cycleway has been in place for some time, to keep it as close to the current arrangement as possible, to avoid further confusion for cyclists, drivers, and pedestrians. However, the removal of some parking will be useful. I think option A is not good, because it is the worst of all worlds- a narrow lane between driver's doors and moving cars. It will also be difficult for visibility, and will require cyclists to take the lane whenever anyone wants to park.

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 18-29

E 1789

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 18-29

E 1790

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option C - One-Way Separated Kerbside Cycleway - Above Road Level

**COMMENTS:** Option A is what you would expect base don the rest of the city. Cyclists shouldn't need to complete with pedestrians.

E 1791

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Best balance of pedestrians, cyclist and cars. Angled parks at shops for more parks, normal parking along rest of the street

**Submitter details:**

Suburb = Hataitai City = Wellington

Occasional visitor

Age group = 40-49

E 1792

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** As a cyclist these two options are the safest and smartest options.

**Submitter details:**

Suburb = Other City = Feilding

Regular visitor

Age group = Under 18

E 1793

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 1794

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Current cycle way has caused a few accidents, the road is too narrow now, it's difficult to see cyclists when pulling into a driveway, when pulling out of driveway you can't see road clearly, and end up crossing center lane, if you park on street, you have to warn passengers or kids to look first, most times they open door before you can ask them, and the whole street looks like a mess, untidy, not ergonomically freimdly,

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1795

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like the parade back to how it was . The residents association option e. How we even got to this stage is ridiculous, if the original planners had some common sense this would never happen. Put it back the way it was or there will be more 'accidents'

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1796

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return The Parade to what it was. I've lived in Island Bay for 28 years and I'm disgusted by what's been done to our beautiful suburb.

Option E - Island Bay Residents Association/Business Association.

For more information, email the Island Bay Residents' Association, on islandbayes@gmail.com

**Submitter details:**

Suburb = Other City = Porirua

Regular visitor

Age group = 18-29

E 1797

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association Plan

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group =

E 1798

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back the way it was without taking more carparks away - especially from the shopping centre

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1799

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Go back to how it was before the bike lanes

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group =

E 1800

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return it back how it was originally

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1801

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 60 +

E 1802

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I wish to support the Island Bay Residents Association/Business Association proposal to take the street back to its former state as my choice for Option E.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitorOther

Age group = 40-49

E 1803

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option e

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitorOther

Age group = 60 +

E 1804

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E:

1. Reseal the Parade.

2. Move the Bus stops back to where they were before.

3. Put unmarked car-parking back up against the kerb

4. Clearly paint, the colour green, a cycle-way on the roadside of parked cars.

5. Retain the current car-parks as is in the shopping centre village.

6. Retain the current pedestrian crossings on the parade.

7. Remove from footpaths all council built cycle ways (these are very dangerous for the pedestrians who walk on the footpaths and are supposed to feel safe from cyclists).

**Submitter details:**

Suburb = Wellington Central City = Wellington

Regular visitor

Age group = 60 +

E 1807

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** cycleways are beneficial to the community: fewer car-commuters, more engagement in the street with cycle-users.

**Submitter details:**

Suburb = Maupuia City = Wellington

Regular visitor

Age group = 60 +

E 1809

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back as per discussed by Oslsnd Bay residents association

**Submitter details:**

Suburb = Johnsonville City = Wellington

Regular visitor

Age group = 60 +

E 1811

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Thorndon City = Wellington

Occasional visitor

Age group = 18-29

E 1812

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Cycleways are safest kerbside. This should be the basic starting point. Never put cyclists between parked cars and moving cars - this is a recipe for disaster. In refining the kerbside parks, I would select one that is above the road and has angled parking. Angled parking means no cyclists being doors by ignorant or unthinking passengers. Above the road provides an extra layer of safety.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 1813

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Revert to original road layout

**Submitter details:**

Suburb = Northland City = Wellington

Regular visitor

Age group = 30-39

E 1814

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I like the cycle lane where it is (between parking and pavement). I think adding a raised zone will help cars park in the correct place and protect cyclists from car doors

**Submitter details:**

Suburb = Tawa City = Wellington

Regular visitor

Age group = 50-59

E 1816

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Dutch-based cycle advocate David Hembrow states it quite clearly:

"On-road cycle-lanes are not the best way to keep cyclists safe. They are also rarely, if ever, the best way to improve convenience for cyclists. If on-road lanes are a preferred option in your part of the world then your planners are aiming for something rather lower than the best standard possible. Aiming for a lower standard of infrastructure means aiming for a cycling modal share which is lower than the highest possible given your demography and geography. You set a ceiling on what is possible by building inadequate infrastructure."

I don't believe Wellington should indulge in building substandard infrastructure, that's not the city I want to live in!

Ara Tawa shows us the way for the rest of the city, it's time to stop infighting and just get on and build this to the same standard!!!!

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer option E as recommended by the Island Bay Residents Association & Business Representatives.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 30-39

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1819

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I'd like island bay to return to its original configuration with the addition of the current enhanced bus stops. The Parade's original width afforded adequate safety and visibility for motorists and cyclists alike. Everything done since has compromised my experience as a motorist AND as an ex road cyclist I'd prefer to ride on the roadside of cars as per the road rules for the rest of the town and country.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1821

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association and Business Association

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 40-49

E 1822

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Roads should prioritise the safe travel of road users over the storage of private property (parking) on roadways. Separating cyclist from motor vehicles best achieves this objective.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1823

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Was wide enough for cyclists and vehicles

**Submitter details:**

Suburb = Other City = Wellington

Occasional visitor

Age group = 18-29

E 1824

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Kelburn City = Wellington

Regular visitor

Age group = 40-49

E 1826

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** We are often visitors to island bay and we want our kids to be safe

**Submitter details:**

Suburb = Oriental Bay City = Wellington

ResidentRegular visitor

Age group = 50-59

E 1828

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Because there was no issue before all these expensive changes were made and this is the most like how it used to be.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1829

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** This is the best option and I believe the safest option. Better visibility for cars coming out of drives and side streets. Also The Parade should be wide enough for two vehicles to pass without stopping

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1831

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association and Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1832

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The option put forward by the Island Bay residents association. That is: original layout with enhanced marking of the cycle lane and a retention of the layout in shopping centre. All of the proposed options take away too many carparks, 40! I am a cyclist that believes we have to work with motorists, 40 carparks is just too many. Option A was close, but why does the shopping centre have to lose more carparks? Perhaps they should be replaced with an off street car parking. The biggest issue in my mind, is not having a cohesive consistent design strategy for cycleways in Wellington. None of the 4 designs can be rolled forward into the central city, nor could the design we have now. We need to have a design that can. Why not use the back streets with speed bumps and reduced speeds? EG Clyde st that goes past 2 schools?

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 40-49

E 1833

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay residents/business proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1834

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Change is necessary to grow and function as a community (and city, and overall world) that is also growing and changing.

The younger members of Island Bay will have totally different needs and functions within their working and domestic lives than we can even dream of.

Therefore their use of infrastructure including transport corridors will be vastly different and at different times during the day and week/weekend.

Infill housing and climate changes, (along with the daily working/family life) also suggest a decline in traditional car usage.

I actually don't even really mind or care what changes we have (we're not really a big on biking family - but we mildly enjoy it!) - BUT we must have change for sure - and a good design needs to be well researched - although at a certain point over analysis and too much detailed engagement with anecdotal evidence becomes expensive and divisive.

Just do it now - and support it with quality social engagement that is PR managed.

I think a well documented (in a fun modern way) visit to Copenhagen is one of the answers with one or two of the right person/people and a savvy media contact. At least for the construction of a relevant and upbeat campaign to gain the social buy-in, which to this point seems to be the most expensive delaying and divisive major hurdle in the whole exercise.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1835

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents & Business Assn Option

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1836

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I think riding our bikes close to the moving cars is a bad idea.

I like riding the bike to the beach, the park, the dairy, and Elizabeth's house.

I like getting rides in the bike to school.

If the cycleway is next to the moving cars me and my Dad can't hand out the candy on Halloween.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1837

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Move the cycle way left by 0.5 m & narrow marginally to create a road that creates less objection, coupled with sealing it as should have been the case at the start.

**Submitter details:**

Suburb = Houghton Bay City = Wellington

Regular visitor

Age group = 40-49

E 1838

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** It is absolutely arrogant that WCC has not provided an option to return The Parade back to it's original state. It is BY FAR the cheapest option. That road was lovely and wide with plenty of room for cyclists, ample parking and no businesses had to shut up shop (like the dairy who had been operating for decades!). Why spend up to \$7M on this thing when that money could go to essential and urgent needs like housing? The whole concept of the cycleway was ridiculous in the first place. What do cyclists do when they hit the narrow, unforgiving streets of Berhampore? Turn back and loop the whole trip again?

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1839

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I prefer my children to learn to cycle taking into consideration cars and roads - this builds safety awareness for other cycling situations. Option A provides some safety while also providing opportunity to learn about cars and turning traffic.

Further, as a cyclist myself I see separation of cycle lanes from main traffic flows to be very dangerous when traffic turns across cycle lanes. For instance when I turn my car left from the Parade into a side street I always worry that I will hit a cyclist that I cannot see properly because they're hidden behind a line of parked cars on my left. To me, it is much safer as both a driver and as a cyclist for drivers to be able to see the cycling lane in its entirety.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 40-49

E 1840

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** The current option is great and I don't see the need to spend further money by changing it.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1841

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** As a resident of Island Bay with young children, I am in and out of a range of IB streets, regularly on The Parade, trying to find parks at dusk for all the sporting activities spread along the street. And I currently feel unsafe for myself, my children & cyclists around me. Removing carparks won't help - it will make life more difficult; and it won't help me see if a cyclist is coming as I turn in or out of a road. I also don't want any more carparks removed along the parade, or in the business area. The change in bus stop already removed parks outside the supermarket. If I want to pick up takeaways or coffee and get them home hot - I need to park easily, or I'll go elsewhere. Removing parks will impact on businesses - those of us with limited time, and living at the tops of hills will not be biking down to grab something - we'd go elsewhere.

I haven't been involved in any of the discussions to date, I don't like what this has done to our community, i'm supportive of cycling and a cycleway - but i'm not supportive of cars parked out, or wanting to 'breath in' as a truck or bus passes me as I park or drive down the parade.

I've only chosen C as a second option as the road is widened from currently; and the cyclist is raised - but I don't like the removal of carparks in the business areas, or the price tag.

**Submitter details:**

Suburb = Roseneath City = Wellington

Regular visitor

Age group = 30-39

E 1843

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:** Option D would make me feel safest.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1844

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I chose option B because it's most like the way it is now with a barrier in between cyclists and moving cars. it also has a curb in between the pavement and pedestrians, i think this will dissuade people from walking on it causing less accidents.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1845

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

E 1846

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as proposed by the Island Bay Community.

E 1847

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1848

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1849

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would prefer the Island Bay Residents Association/Business Association Proposal. The current options are all taking car parking away that Island Bay business owners and residents need and use. The new safety regulations seem excessive and the original cycle way was working fine and was safe before the layout was changed.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1851

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Dangerous to have the cycling on the footpath next to my small children! Even more dangerous for the cyclists to be in between parked cars and the footpath or the road!!

E 1852

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1853

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Ideally, I would like to retain what we currently have, but include a raised curb between the cycle lane and the parked cars. I don't really want the cycle lane to go through the shop area but if it does, please retain the angle parking. It's been hard enough to park since losing the parks by the library. I don't want to lose any more parking. I also don't want the cycle way raised to footpath height as that would be really dangerous for pedestrians and a nightmare for parents of small children. It would also be expensive and I simply can't see the advantage gained. I'm keen to spend any spare money we have on reducing homelessness rather than on trying to placate rich home owners in Island Bay. Also, there are so many places in Wellington that need this more than we do. Please don't spend any more money on it. Whatever happens, I would love to see a pedestrian crossing at the shops - there is one at either end but we need one in the middle. People cross dangerously. If not a crossing, then an island in the middle. Have you considered having the cycle lane go around the shops past the school? Please note that I am a bike loving cyclist with small children who cycle. The current situation is awesome - there's really no need to change it. The money would be far better spent elsewhere - eg on social justice issues. Once we have sorted homelessness, it would be amazing to see cycle lanes in those places that actually need it (island bay always felt safe to cycle in). Newtown springs to mind, or Wakefield street. Those places are actually properly dangerous.....please don't be put off by the weird aggro about this that has sprung up in Island Bay. We need cycle lanes, but we don't need anymore work done in Island Bay.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 18-29

E 1854

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Just a white line on the outside of cyclists how it use to be, You will always be safe if you know how to ride a bike safely :)

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1855

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** I would like the old lay out, but that choice is only available with some changes therefore that's why I chose this.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1857

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I find it amazing that WCC continue to push a dead horse - the community never wanted the currently layout and were told it could be put back to original - (which turns out to not be an offering now). Put it back to the original layout with the cycle lane on the right of the parked cars. Leave all parking in place and replace all that you have already removed. This is a small community with great shopping and leisure facilities all of whom are hindered by this ridiculous set up.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1858

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th =

**COMMENTS:** Safety for cyclists and enhancing less car use.

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 30-39

E 1859

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. Return it to how it was!

**Submitter details:**

Suburb = Other City = Geneva

Occasional visitor

Age group = 30-39

E 1860

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I have lived in a great cycle friendly international city(Amsterdam) and this is how their great cycle systems work. It's brilliant!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1861

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I want the Island Bay residents association/business association proposal (note - I did not realise I could nominate this proposal as my preferred option so mistakenly selected option A in a previous submission. I do not want option A. I want option E as noted above).

**Submitter details:**

Suburb = Brooklyn City = Wellington

ResidentRegular visitor

Age group = 30-39

E 1863

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I want to be able to cycle to work while feeling safe. I don't now, nor did I before. A raised, separated cycleway would be safest with fewest issues for pedestrians and drivers - I am also both of those things. Option C would be the best compromise for all users of the space.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1864

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please return the Parade to the original condition as it was safe and usable for all vehicles (bikes included) and pedestrians. The current 'mess' has seen me nearly run over several times by cyclists when I am walking on the footpath. Also the lack of car parks is appalling - especially for the elderly or less able drivers. Those parking cars or passengers getting out of the car to walk to the footpath are just as likely to knocking cyclists going past as with the original road configuration. If the council really wants to make the parade a separate cycle-way a narrower footpath on one side of the parade with a two direction cycle way on that side for bikes going in both directions would enable pedestrians to at least be safe on the footpaths in the future (I would hope). I still can not believe the amount of tax payers money wasted on a stretch of road that worked perfectly well and was wide enough and safe enough for cyclists already. Please do not waste any more of our taxes on messing up roadways that work perfectly fine. I am sure you could have found other roads that do not work well, in the city if you still want to waste our precious time and money!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1865

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I commute to the city from Island Bay and the cycleway feels so much safer and is much less stressful than the rest of my commute. But more importantly than me riding, is making it accessible to kids and those who don't currently ride because it is too scary. For this you need a cycleway separated from the traffic. I would support any of the three options where the cycleway is separated from the traffic (B,C,D). I like the options which keep a wide footpath through the shops as well (B and C). For me continuity is a big thing and I can't wait til the cycleway goes all the way into town! Island Bay has plenty of parking compared with other Wellington suburbs so I don't think this is a huge issue despite the fuss people make about it.

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 50-59

E 1866

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I want a separation between bikes and cars for safety, especially in island bay due to my perception that there are more aggressive drivers there

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1867

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I am a daily cycle commuter and believe the option chosen is the safest.

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 40-49

E 1868

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1870

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back to original layout - no loss of car parks - sort out the crazy roundabout at the north end of the parade so that when heading south you don't find yourself on top of a crossing and bus stop when trying to exit the roundabout

E 1871

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. Go back to what it was

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1872

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - The Residents Association and Business Representatives proposal.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 30-39

E 1873

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I want cycling to be safe for children as well as adults. It makes driving less stressful if cyclists are not sharing the road

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1874

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E: User friendly for all concerned. I have spoken to cyclists that live in the Bay and they use Clyde St as their main route out of the Bay as the Parade is to dangerous. Residents of the Bay/neighbouring areas - majority are not impressed !

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1875

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Curbside parking, parallel not angled with cycleway on the traffic side

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1876

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Ngaio City = Wellington

Regular visitor

Age group = 30-39

E 1877

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

E 1878

**Submitter details:**

Suburb = Brooklyn City = Wellington

Occasional visitor

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** IBRA and Business Reps Recommendations

E 1879

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 30-39

E 1881

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I have not ranked Option A as from a cyclists perspective, it is worse than what is currently in place.

**Submitter details:**

Suburb = Other City = Golden Bay

Regular visitor

Age group = 40-49

E 1882

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** The current layout with cyclists kept in the main traffic flow is dangerous, separating from traffic with parking is ideal, particularly putting them on level with pedestrians rather than motor vehicles. Angle parking would be a second option to enhance safety, with reduced door-opening danger (though walking space between parked cars and cycle path also achieves this).

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1883

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** The safest option for cyclists should take precedence over motorists. Encouraging more cyclists and less motorists is far better for our city and planet.

**Submitter details:**

Suburb = Johnsonville City = Wellington

Resident

Age group = Under 18

E 1884

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Being a resident living on the parade with the current cycle lane, I find it very unsafe and dangerous. It is a very hard task to back out of the driveway and even going into the drive way. And parking can be very annoying.

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 18-29

E 1885

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Remove Cycleway

**Submitter details:**

Suburb = Kelburn City = Wellington

Occasional visitor

Age group = 18-29

E 1886

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = Yes - Option C - One-Way Separated Kerbside Cycleway - Above Road Level

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1887

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island bay residents association/business association

**Submitter details:**

Suburb = Northland City = Wellington

Regular visitor

Age group = 18-29

E 1888

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** When cycle lanes are at footpath level there is a tendency for pedestrians to wander into it without realising. B doesn't have issues with car doors opening, and it's clear that its a cycle lane so children won't step onto it accidentally.

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer the option E as put forward by the island bay residents association and business association.

The council officers have not listened to the community at all over the last 3 years. The cycleway as it stands currently is unsafe. I am worried every time I have to reverse or drive into my driveway. I have witnessed many near misses of accidents with cyclists, children and cars. Putting the road back to how it was is by far the best option for all involved.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 30-39

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Preferred the Residents Association and Business Reps proposal.

Cost is an issue - all the other options are more expensive and just to an already high bill for a cycleway on a road that was already wide enough to accommodate cyclists and vehicles, and ultimately does not lead anywhere.

Any option that has the cycleway going on to the footpath, I do not feel is an option. Forcing pedestrians and cyclists to share the one space around bus stops is unsafe.

Parking is already an issue. There are amazing small businesses in Island Bay and by removing parking, it is going to make it harder for these businesses. I attend the local Playcentre and finding a park is a mission every week. Public transport is not an option from our house as we do not arrive in time.

The parade was beautiful. Driving into Island Bay there was a lovely wide road with excellent visibility - now I avoid it where I can as the current layout and all of the other options create a narrower road with more clutter which makes it harder to identify hazards. Why put a cycleway against a curb that has 240 odd driveways along it?

I have seen it hard for two buses to pass each other, I have seen an emergency vehicle struggle to go past a bus, I have seen near-misses at the Humber street intersection where cyclists have struggled to follow the cycleway as the bus stop was crowded and motorists have failed to identify the cyclist in the crowd. The cyclist is then suddenly on the road again in front of a turning vehicle. I support making our community safer, but believe the cycleway has made it unsafe for all groups.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1891

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like The Parade to be returned to its original condition as per the Island Bay Residents Association proposal.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 40-49

E 1892

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** IBRA and Business recommendation - restore The Parade to its previous state.

None of the other options proposed are tenable. There is insufficient parking in Island Bay in the evenings as it is, the removal of further parking would be a disaster. As a parent of two small toddlers in Island Bay Childcare, I often have to circle the block several times in the evening when going to collect my children as there are no free parking spaces between Medway and Tamar streets. Regularly there are queues of cars waiting to get into the New World carpark on busy evenings, with traffic building up along Medway Street and The Parade. In these circumstances, the notion of even fewer carparks is unthinkable.

It is not realistic to assume that less carparks will encourage people into other forms of transport. Island Bay is a family suburb. In our family we have 3 children aged 5 and under, with both parents working full time. And we live up a steep hill. Cycling, walking, or using public transport are simply not viable options for our family. If you take away the parks then we, and others like us, will be forced to drive our cars to somewhere that does have parking available. We want to support our local businesses and community but with nowhere to park then we won't be visiting the New World supermarket, or making use of any of the other small businesses on The Parade.

I am in support of a cycleway but with a history of no injuries on the old layout, there was no need to change it. The IBRA and Business recommendation suggests, in restoring the old layout, the cycleway should be painted and widened. These are very sensible improvements and should be sufficient given the lack of prior accidents. To spend upwards of \$4m is simply unwarranted and a gross misuse of ratepayers funding.

I would add that I strongly oppose a kerbside cycleway. I find the current layout to be chaotic, confusing, and unsafe for those trying to enter/exit their cars in the new parks away from the curb (particularly when you have to take the time to buckle your child into a carseat while a bus is looming). To unload the children and pushchair from the car requires me to cross the cycleway, between the footpath and the car, 5-7 times (and then 5-7 more when getting back into the car). I'm astonished there haven't been more cyclist vs pedestrian collisions. When driving, the road is very narrow with no room to avoid unexpected hazards. A 'gauntlet' exists where there was none before.

I don't see why the "perceived safety" of around 5% of those who travel along The Parade should be promoted (and at HUGE expense) to the detriment of the physical safety of my family and other residents/visitors, or the livelihood of local businesses.

Island Bay had a wonderful community feel, within which we were very happy to be bringing up our children. That has been broken and needs to be restored, please restore it.

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitor

Age group = 40-49

E 1893

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd =

3rd =

4th =

**COMMENTS:** Separate from traffic - clearer where cars should be parked.

**Submitter details:**

Suburb = Berhampore City = Wellington

Occasional visitor

Age group = 18-29

E 1894

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I am a cyclist, and feel so much safer when the bike lane is completely separated from the lane of traffic.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1895

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1897

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Cleaner thoroughfare through business area. Didn't like other options particularly option B as thought the sunken cycle way would create obstruction for prams, wheelchairs, people with disabilities etc getting out and into vehicle.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1898

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E please

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 1899

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Option c provides good visibility for cyclists and room to move in the event of an obstruction or person in the lane

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1900

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I live in Island Bay. I have three sons (12, 10 and 6) and we all use the cycle way. It is so great to have a designated safe space for cyclists. Thanks for this opportunity to make it way better - we would love to see it extended all the way into the city. My oldest child starts at the city high school next year and I am so he may no longer be able to bike to school because it is just not safe. I really appreciate the effort the Council is putting into making Wellington a safe city for healthy, free, carbon-neutral transport. Thank you.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1901

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Perferred option or ranking:**

- 1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking
- 2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements
- 3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level
- 4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Horokiwi City = Wellington  
Occasional visitor  
Age group = 30-39

**Perferred option or ranking:**

- 1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking
- 2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements
- 3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level
- 4th = I don't have a fourth most preferred option

**COMMENTS:**

E 1904

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentLocal business owner

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Keep cyclists to the right of the parked vehicles.

E 1905

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I support the option proposed by the Island Bay Residents Association otherwise known as Option E

**Submitter details:**

Suburb = Newtown City = Wellington

Occasional visitor

Age group = 50-59

E 1907

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Bicycles belong on the road, with our own safe lane.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 1908

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - The proposal by the Island Bay Residents Association

**Attachment to online submission 1908**  
**Option E. The Residents Association and Business**  
**Reps proposal.**

1. Reseal the parade approx. cost \$280,000.00 based on Council figures for 2016 where they spent \$9.5million resealing 68km of road.
2. Move the bus stops back to where they were, this involve breaking up the kerb extensions the Council put on and re kerbing approx. half a km of the parade.
3. Put unmarked car parking back against the kerb, no markings equate to more carparks.
4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by .5 of a metre from the original cycleway design.
5. In the shopping centre retain the current shared space and carparks.
6. Look at reducing the speed limit along the parade.
7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
8. Retain pedestrian crossings on the parade.

To be confirmed but and indicative costing would be no more than \$750, 000.00 thousand.



**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 1909

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C: Safer to be completely separated from traffic. This option will require some separation between pedestrians and cycling (e.g. A slight height difference with 'friendly' mountable angled kerbs) but otherwise is excellent. Option A: not safe for my kids to ride on

E 1910

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I live in Island Bay and I think keeping cyclists separate from cars is important . I don't currently cycle - but one day, if there was a safe option to cycle all the way to the CBD I would very much enjoy having that transport option. I wouldn't cycle to the city at the moment as I wouldn't feel safe on Adelaide Road etc and would prefer to have a cycle route that were separate from cars and buses, and also separate from pedestrians if possible (like in The Netherlands).

I think Island Bay has a great amount of parking and do not see the need for more carparks. I also think that the main issue with the current layout is that the previous road markings have not been removed well enough and are too visible which makes it confusing for some.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1911

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Modern cities need to build cycleways and we must protect cyclists who are much more vulnerable than people in cars.

Our dependence on cars needs to change.

The only problems with the cycleway as it is, is that the road wasn't resealed so it looks messy and the design isn't inspiring. Better design in the first place would have gained more support.

I resent the irresponsible way anti-cycleway feeling has been ramped up for political gain. This has done huge damage to our community.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1912

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Safer cycle way but retention of most carparks

**Submitter details:**

Suburb = Kilbirnie City = Wellington

Occasional visitor

Age group = 60 +

E 1913

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1916

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return The Parade to its original layout.

E 1917

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E: Island Bay residents association/ business association

E 1918

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** My first option is E

Put back to way it was

This whole project has been a shameful process

Focus need to be on better education on how to share the road

It been a divisive way to approach this which is a shame as I support intent just not the way this has been done

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 30-39

E 1919

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1920

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** Reasons A is preferred: its the cheapest option; its the most intuitive of all the options; it considers all road users in the most even handed way of all the options. However Option A still creates conflict points with pedestrians at bus stops. As a cyclist using the cycle way now one of the things i find unsafe is where the cycle way goes around the back of bus stops. I've had pedestrians walk straight into my bike, I've had a two bike stack because of people getting off the bus and not looking for cyclists, its hard for parents with toddlers and a really uncomfortable space to navigate. I've been biking for 40 years and consider myself pretty skilled on two wheels so if I'm having issues there are problems. Keep the cycle way entirely on the road. The business area could maintain its parallel parking without compromising option A - cyclists next to pedestrians in this space is mad as pedestrians mill about and want to get in and out of thier cars. A cycle way designed to get people from a-to-b should not intercept with pedestrians, that kinda cycle way is for Sunday slow rides like Oriental Parade. Keep the bikes on the road. If the community wants a cycle way for kids - put them on the footpath. My kids don't like using the cycle way and feel vulnerable on it at intersections, around bus stops (they struggle to navigate pedestrians) and because of car doors opening (my son had a near miss with that). When my kids are big enough they'll be on the road with the rest of us grown up cyclists.

E 1921

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E Island Bay Residents

E 1922

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Resident

Age group = 50-59

E 1923

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Cyclists above the road is good as cars can get a little too close to bikes if they are on the road

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitorOther

Age group = 30-39

E 1924

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Auckland

Regular visitor

Age group = 40-49

E 1925

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Restore the parade

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1926

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back the way it was

**Submitter details:**

Suburb = Miramar City = Wellington

Occasional visitor

Age group = 18-29

E 1927

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

COMMENTS:

**Submitter details:**

Suburb = Mornington City = Wellington

Regular visitor

Age group = 18-29

E 1928

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

COMMENTS:

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to see the parade returned to it's exactly to its original layout. Parking around the island bay shops is already difficult without removing more parking spaces. As a pedestrian I find the current layout dangerous. In many places you have to step into the road to see past the parked cars before crossing as parked cars block your view of oncoming traffic. I've also seen damage done to parked cars as the roads are so narrow now. It is also difficult to see cyclists behind riding behind parked cars when turning onto side roads. There was nothing wrong with the original cycle way and I would feel comfortable with my young son using it as the riding position and hazards he needs to be aware of were consistent with every other street in Wellington.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 30-39

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Accessibility. I have disability, and the separated kerb design is dangerous and inaccessible to cross the cycle way and then step up on the kerb. Using a wheelchair in Island Bay is impossible for me with the separated kerb design, and I cannot step up from the road to the kerb without something to hold on to. Under the current design, I cannot visit Island Bay without significant assistance. I prefer option A as parking next to the footpath provides the best safety and accessibility, particularly for people with disabilities and older people.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1931

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. Island Bay Residents Association and Business Association Proposal

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 40-49

E 1932

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 1933

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E, as described on the flyers in the windows of several shops in Island bay.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 18-29

E 1934

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Kilbirnie City = Wellington

Regular visitor

Age group = 30-39

E 1935

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I feel it is unsafe driving down the Parade the way it is now. It was completely fine before and had so much space for cyclists. Now there are hardly any car parks, especially if you want to go to The Medical Centre. The dairies have lost out big time through taking away car parks.

E 1936

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I like the cycle way the way it is and feel that with the proposed amendments this will work well.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 40-49

E 1938

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Kerbs are good for cars to park against, think angle parks not needed, C seems to be the safest option.

**Submitter details:**

Suburb = Te Aro City = Wellington

Occasional visitor

Age group = 50-59

E 1939

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Keeps cyclists further away from road traffic and is raised so don't get trapped against a gutter.

E 1942

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The Residents Assn and Business Representatives proposal

E 1944

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option E

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 40-49

E 1945

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:** Think it might be a bit of a balance as this allows the parking to stay in the business area so hopefully will be a better pr job for the locals to swallow (business and noncyclists). Also a major reason for this will be that we won't get hit by a car door as it is front of car pointing into the bike lane.... hey better still why not embrace the Perth system and change the angle of the angled parking so you have to reverse into the park. Will make it safer for other drivers who are travelling on the road as well as cyclists on the path :-)

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1946

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as put forward by the IBRA and Business association . This option being returning The Parade to its original format without the removal of any more car parks

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 1947

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Option A allows for the full width of the road to be available to traffic when there are no cyclists present. This is important for larger vehicles such as buses and trucks, and also allows room for all vehicles to manouvre safely during emergencies. The other three options do not allow this.

**Submitter details:**

Suburb = Other City = Upper Hutt

Occasional visitor

Age group = 40-49

E 1948

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C looks the safest to all road users.

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Restore to prior cycleway layout

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** A-D are all terrible options

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1954

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option e

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1955

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay would lose too may car parking spaces with all of these options. and the costs are ridiculous. Just put the cycle lane on the other side of the parked cars (or just remove it) and leave the shopping area alone. You will effect the trade to our local shops (you have already by removing car parking spaces from out front of our small businesses). Since you have put the cycle way in my neighbors have had there can hit 3 times due to the reduced turning space you created. The current placement of the cycle way and current parked car locations mean that when I pull out of my drive I can't see oncoming traffic until the noise of my car is at the center line. Have you any idea how many near misses I've had and how many times I'm honked at by other road users or shouted at by bikes!. When I turn into my driveway I can't see who (especially children) are in the cycle way because the cars hide them. SOOO dangerous. Someone should be held accountable for this poorly thought through design. Its stressful for everyone!!! I'm happy for a council member to come and experience getting in and out of our driveway.

**Submitter details:**

Suburb = Thorndon City = Wellington

Occasional visitor

Age group = 30-39

E 1956

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I'd like to cycle on the island bay cycleway if it came all the way into town. I don't use unprotected cycleways as I find them unsafe. So I can't use what looks good at the moment.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1957

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

E 1958

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association and Business Reps proposal

E 1959

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** How it was before the new layout

E 1960

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/Business Association proposal

E 1961

**Submitter details:**

Suburb = Other City = Wellington

Occasional visitor

Age group = Under 18

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1962

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

COMMENTS:

**Submitter details:**

Suburb = Other City = greytown

Regular visitor

Age group = 50-59

E 1963

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

COMMENTS: ---

**Submitter details:**

Suburb = Miramar City = Wellington

Occasional visitor

Age group = 18-29

E 1964

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Melrose City = Wellington

Regular visitor

Age group = 60 +

E 1965

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Option C preserves safety and is consistent down the whole area which is what is too confusing at the moment. However I can see where the loss of 17 spaces in the business section is a big loss (what about the possible extension of the supermarket car park?) which is the reason for D as the second choice. We will still need education towards sharing footpaths during peak use periods. This is achievable over time as it happens in places like Leonie Gill /Kemp St.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1967

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island bay residents association/business association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1968

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E, The Residents Association and Business Representatives option to return the Parade to its original layout

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1969

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I have seen in Sydney cycleway that fit with the other options but they do not translate well to Island Bay Parade hence option A is my preferred choice other options are confusing for road users and take away valuable parking for Island Bay village shops.

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 40-49

E 1972

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association and Business Association

**Attachment to online submission 1972**  
**Option E. The Residents Association and Business Reps proposal.**

1. Reseal the parade approx. cost \$280,000.00 based on Council figures for 2016 where they spent \$9.5million resealing 68km of road.
2. Move the bus stops back to where they were, this involve breaking up the kerb extensions the Council put on and re kerbing approx. half a km of the parade.
3. Put unmarked car parking back against the kerb, no markings equate to more carparks.
4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by .5 of a metre from the original cycleway design.
5. In the shopping centre retain the current shared space and carparks.
6. Look at reducing the speed limit along the parade.
7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
8. Retain pedestrian crossings on the parade.

To be confirmed but and indicative costing would be no more than \$750, 000.00 thousand.



**Submitter details:**

Suburb = Newlands City = Wellington

Other

Age group = 18-29

E 1973

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back to how it was originally when there was no problems for anyone. The cycle lane is rediculous. The parade was big enough for cyclists as it was now youve ruined a good suburb with something rediculous and unnecessary

**Submitter details:**

Suburb = Other City = Motuoapa

Regular visitor

Age group = 50-59

E 1975

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Roadside cycle lanes provide no safety benefit. There is some evidence that they are more dangerous than having no cycle lane at all (like sharrows which are worse than having no infrastructure). A cycleway must provide protection from traffic and should have good design at intersections (difficult to protect with cycle lanes). If you wouldn't put an 8 year old on a cycleway then it isn't a cycleway. One of the big problems with the current design is the encroachment into the buffer zone by parked cars. The only way to keep these out would be to have a solid barrier (like a concrete berm). Not sure why we're expanding the car lane as there are sections of State Highway one that are only 3 metres and we expect 2.2 metre wide trucks travelling at 90 kph to share these lanes with cyclists. Currently on The Parade trucks and buses have a 3 metre wide lane all to themselves.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1976

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd =

4th =

**COMMENTS:** Island Bay is a family-focussed community, so there is a strong incentive to provide very safe cycling for inexperienced cyclists, hence the need for well-protected lanes. There are also many cycle commuters who may be travelling at the speed limit (50/30) when the wind is behind them. The current protected lanes are frequently blocked by poor parking and the footway is also sometimes blocked by cars that stick out from driveways. Also the current layout of the on-street parking is ugly and makes it look as if the cars are in the middle of the road. The cycle lane needs to fit so that neither pedestrians nor cars stray onto it by accident. It needs to be wide enough for faster, experienced cyclists to overtake slower, inexperienced cyclists. (The current arrangement does not allow this in many places). We also need it to look nice. Please note that I am a resident of Island Bay and the 'residents association' does not represent my views.

**Submitter details:**

Suburb = Aro Valley City = Wellington

Regular visitor

Age group = 40-49

E 1977

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Hamilton

Occasional visitor

Age group = 50-59

E 1978

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** As a former Island Bay resident, I'm going for the safest options for cyclists & pedestrians.

**Submitter details:**

Suburb = Ngaio City = Wellington

Other

Age group = 60 +

E 1979

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 40-49

E 1983

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** The safest and closest to best practice.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1986

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - as per the Island Bay Residents Association proposal.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 1987

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** How Island Bay was before the current cycle way was put in. But keep the additional pedestrian crossings that have been put in.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1988

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Below is the Island Bay Residents' Association and Business Representative's proposal for a fifth option - Option E.

1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.
2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.
3. Put unmarked car parking back against the kerb, no markings equate to more car parks.
4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.
5. In the shopping centre retain the current shared space and car parks.
6. Look at reducing the speed limit along The Parade.
7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
8. Retain pedestrian crossings on The Parade.

To be confirmed but and indicative costing would be no more than \$750,000.

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association and Business Reps proposal

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 50-59

E 1992

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I am a frequently visitor to Island Bay for over 30 years and the safety aspect is most concerning now - like all drivers getting out/in of their parked vehicles (& we outnumbered the cyclists) on any day, there is a higher risk of getting 'hit' by traffic. Also when I exit driveways, the cyclist(s) & my vehicle are in danger of 'colliding' because I'm blocking the cycle lane as I struggled to see pass the parked vehicles before edging out slowly & hope no one 'collides' into the nose of my vehicle. NONE of the above options is cost effective/a good solution. Therefore I fully suppose the Island Bay Resident Residents Association/Business Association option, which is NOT shown here - there was nothing wrong with the simple, common-sense, old road layout!

*Attachment to online submission 1992*  
7 August 2017

I am a frequently visitor to Island Bay for over 30 years and the safety aspect is most concerning now - like all drivers getting out/in of their parked vehicles (& we outnumbered the cyclists) on any day, there is a higher risk of getting 'hit' by traffic. Also when I exit driveways, the cyclist(s) & my vehicle are in danger of 'colliding' because I'm blocking the cycle lane as I struggled to see pass the parked vehicles before edging out slowly & hope no one 'collides' into the nose of my vehicle. NONE of the above options is cost effective/a good solution.

Therefore I fully suppose the Island Bay Resident Residents Association/Business Association option, which is NOT shown here - there was nothing wrong with the simple, common-sense, old road layout!

(WCC ratepayer)

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 1993

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** As a wheelchair user, I find the current layout unsafe. Cars are currently parked away from the curb, and I can't easily see past them to see if there are cars coming, which is dangerous if I'm trying to cross the road.

I think the best, and also easiest, solution would be to just paint a line down the middle of the footpaths, on both sides of the road - and the footpaths are very wide, so there should be ample room for this - and have pedestrians, buggies/wheelchair users and children use one side - of each line, not just one side of the road - and cyclists use the other.

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 18-29

E 1994

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Napier

Regular visitor

Age group = 18-29

E 1995

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1996

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I support option E - a return to the original Parade. The change from the original Parade has ruined both the look of the Parade and made it more dangerous to cycle. I cycle the Parade at least once a week and find it much much more hazardous. I no longer feel safe. Also buses and or trucks going both ways often have to slow and stop to get by. The number of carparks has declined and businesses in Island Bay are already struggling. The cycle way was a previous Mayor's folly. It should be restored to its beautiful original state

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 40-49

E 1997

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** I don't want option A as there is no protective buffer from the traffic for the bikes. Any of the others are fine.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 1998

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** island bay residents option - return street to previous form

E 1999

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/ Business Proposal

E 2000

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please return the Parade to the state it was previous the cycle way work - Option E

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd =

3rd =

4th =

**COMMENTS:** The safest option for cyclists

**Submitter details:**

Suburb = Ngaio City = Wellington

Regular visitor

Age group = 30-39

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** Bike lanes need to be separate from cars.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 50-59

E 2003

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I like to bike away from moving cars. it is safer and more enjoyable

**Submitter details:**

Suburb = Melrose City = Wellington

Regular visitor

Age group = 50-59

E 2004

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Complete separation of cyclists and traffic. I live close to island bay and drive (for my job as a sales rep) through the whole length of the parade twice a week. Other times I, or one of my family buys takeaways from several places. As a driver there is no longer that fear of squeezing to close to a cyclist. Cars are often too scared to cross the centre line even when it's quite safe to pass. Bikes are safely away from the traffic.

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Cycleways physically separated from the road and footpath are safest for all users. One of the current criticisms of the current design is that cyclists are hard to see (and they are), especially at the north end when they are in a driver's blind spot for a long time. Raising the cycleway above road height would make it easier to see cyclists, especially children.

Reverting to a cycleway in the line of traffic would be a huge step backwards for what should be a progressive, sustainable community. Sharrows don't really work and even as a fairly confident cyclist I feel somewhat uncomfortable taking the whole lane when I know I'm going slowly and feel as though I am holding people up. Sadly, not taking the lane simply encourages drivers to squeeze past when there really isn't room.

There will need to be guidance for priorities at intersections - I have nearly been wiped out by a motorcyclist outside the Salt and Batter as he whipped around the corner without looking or slowing down. Speed calming measures for turning vehicles would be useful there.

The design also needs to incorporate elements to stop drivers encroaching on the cycleway (and be enforced!!). The current layout allows people park wherever they please, knowing that nothing will happen. If people are so concerned with visibility backing out of driveways, perhaps they should stop parking across them.

I can see that loss of parking will be controversial - maybe it is time to introduce residents' parking permits just as in other suburbs where parking is at a premium. The council is not obliged to provide storage space for personal vehicles, especially along a major arterial route like The Parade.

I also would feel sad if the footpaths in the business district were narrowed too much to make way for a cycleway. This is the heart of the village and sitting outside the Blue Belle at a table on a sunny day is what makes Island Bay special.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 40-49

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Regular visitorOther

Age group = 50-59

E 2007

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I would prefer The Parade to be returned to the original layout, but without the 'enhancements' and with the original number of car parks restored.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2008

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** i prefer option C - gives clear buffer between traffic and bikes, allows for better use of a very generous pavement, is the best option for multiple users of the cycleway, and gives better width for traffic.

**Submitter details:**

Suburb = Kelburn City = Wellington

Regular visitorOther

Age group = 50-59

E 2009

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I am a doctor and a cyclist; my preferences reflect what I believe are the safest and healthiest options**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2010

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I have ranked C first as this is the option that most clearly meets the stated design objectives, safety requirements and truly meets what should be the goal of any cycling infrastructure..that's it's safe for 8 to 80 year olds.

Important that there is a clear delineation between the cycleway and footpath, such as hight difference otherwise there is risk of being seen as s shared path.

I have only ranked those options that I consider safe options for my kids to use . Currently 8 and 11 years they now cycle on the current lane . There is no way I would ever let them ride on what was there before, or on option A where you are placing vulnerable users between parked cars and high volume traffic (including in the future double decker buses apparently). If the council is truly committed to providing safe cycling routes and enabling less confident riders to get on their bikes then a fully separated option had to be retained.

Within the shops then C option is again preferred, but D could be mixed in if the council considers parking to be that much more important than a welcoming people centric environment .

E 2011

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

COMMENTS:

E 2012

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

COMMENTS:

**Submitter details:**

Suburb = Other City = Napier

Regular visitor

Age group = 60 +

E 2013

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** island bay residents option - return parade to previous form.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 2014

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option C - One-Way Separated Kerbside Cycleway - Above Road Level

**COMMENTS:** I live in Berhampore and have cycled many times in the current layout, and I find it very safe and comfortable. With enhancements I think it could meet everyone's needs. The problem with the raised options (C and D) is that pedestrians often drift into the cycle lane making it difficult for cyclists and dangerous for pedestrians.

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 30-39

E 2015

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I think option c is the safest. The most clear and consistent option. Having the cycle path clearly separated from the road and parked cars will significantly increase safety. It is also maintained consistently through the shopping area.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2016

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd =

4th =

**COMMENTS:** cyclists and pedestrians should not be in the same space-cyclists coming up behind pedestrians and random walkers is too much of a risk.

Drivers and cyclist need to learn to cohabitate better/respect each other-share the road, they often have similar speeds.

The risk of car doors esp passengers opening on to cycleways is horrendous.

Temporarily removing cyclists to then later return them to the main roadway when it is not convenient to have a cycleway is just ridiculous

**Submitter details:**

Suburb = Other City = Amsterdam

Occasional visitorOther

Age group = 18-29

E 2017

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** Option A is terrible

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 2018

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** THIS GIVES EVERYONE A CLEAR SPACE. PARKED CARS ARE MORE PROTECTED FROM THE ROAD AND ALL ROAD USERS WILL HAVE THE BEST OVERVIEW.

E 2019

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

E 2021

**Submitter details:**

Suburb = Northland City = Wellington

Regular visitor

Age group = 30-39

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** It's safest

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitorOther

Age group = 40-49

E 2022

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2023

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** 1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.  
2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.  
3. Put unmarked car parking back against the kerb, no markings equate to more car parks.  
4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.  
5. In the shopping centre retain the current shared space and car parks.  
6. Look at reducing the speed limit along The Parade.  
7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.  
8. Retain pedestrian crossings on The Parade.  
To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Newtown City = Wellington

Occasional visitor

Age group = 18-29

E 2024

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Cyclists in option A can have easy access to making turns and signalling to car traffic, whereas they would not be able to do that in the other 3 options as there would be parked cars in the way. Option B, C and D would also put cyclists at risk to parked car doors opening.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2025

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Old layout

E 2026

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association options as presented at the last public meeting on Monday 31 July 2017.

E 2027

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Take it back to the way it was

E 2028

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentLocal business owner

Age group = 30-39

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Back to the original layout, was fine the way it was

E 2029

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Wellington

Occasional visitor

Age group = Under 18

E 2030

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Must have a safe cycleway for children to use

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2031

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

Island Bay Residents association/buisness association

**Submitter details:**

Suburb = Other City = London

Other

Age group = 30-39

E 2032

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:** Option A is sub-standard, doesn't adhere to NZTA guidelines and won't provide the levels of service that make it safe and comfortable for all ages and abilities to ride a bike.

E 2033

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island bay residents association option e  
Put the parade back to its original formation please

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** island bay residents option

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2037

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** I like most elements of plan B, particularly that it protects cyclists and keeps quite wide footpaths. I don't want cyclists exposed to traffic. However, I really struggle with losing the angle parking in the business area. I know how well used these parks are during the day and it is hard to imagine where everyone is going to park - are there any other possible solutions to this?  
Angle parking on Derwent?

I see that in D, which retains angle parking, the footpath becomes very narrow in the business district and this also concerns me, so I am not necessarily happy with that solution either :)

Other points: is the median strip necessary in Option D - could this be removed leaving more footpath space? To get more footpath space, couldn't you encroach slightly into the planting strip. This is quite a generous depth at the moment and I think we could lose a little bit of it to retain more footpath.

Also, I am concerned about the interaction between cyclists and pedestrians in the business area if the final plan has pedestrians and cyclists on the same level. Could cyclists be told that pedestrians have right of way in this scenario???

**Submitter details:**

Suburb = Island Bay City = Wellington

Other

Age group =

E 2038

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** We prefer Opktion E as recommended by the island Bay residents association and business representatives

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitorOther

Age group = 30-39

E 2039

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** 1) keeping the cycle lane on the pedestrian side is safer, and also the increase in lane height to match the foot path height is an excellent idea! It keeps it clearly defined, makes it easier for car users to park next to it & see it, and also provides cyclists with a safe option of going onto the footpath in case of any potential accident with cars or people going into or coming out of cars (especially children). 2) It's extremely important to retain the angled parking in the Island Bay shopping area. The reduction of angled car parking would make it very difficult to park in that area as on any given day, parking is already so limited!! We don't all ride bicycles to get to the shops and medical centre from where we are / live, so please consider the wider population, especially those with children or elderly. 3) It is a good idea to introduce the median strip in the residential area. The Parade is a very busy, main traffic route with trucks, trolley and express diesel buses and a lot of cars. It would be good to provide a safe median between the two car traffic lanes so that is space between opposing traffic and we don't feel like we have to drive so closely to the parked car/ kerb side. The median strip (I am assuming painted lines and not a raised median!) also allows space for vehicles on either side to move into if eg someone opened their driver door too widely on a parked car or someone dashed out unexpectedly. I don't think it is a terrible thing to reduce the pedestrian footpath width to 1.6m from the current 3m in the residential area. The business area is still wide enough and that's great to keep, but the residential area has no need to be so wide! So, a narrower footpath to make way for option D is fine. There are not many other streets or Wellington suburbs that have such wide footpaths anyway outside of business areas. I prefer for us to have increased safety for traffic and cyclists then having extra large footpaths in residential areas. We shouldn't forget that there is already a planted area too that people can walk on if they really want to. Grass is not bad? Not so many other suburbs have privelege of such a nice planted area and a wide footpath.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentOther

Age group = Under 18

E 2040

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I don't like anything about the current design. As I bike rider I do not feel safe on it. I really don't like option B because it is even worse than the current design.

I like option D because I feel safer biking on the pavement.

E 2041

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** OPTION E - ISLAND BAY RESIDENTS ASSOCIATION/BUSINESS ASSOCIATION

E 2042

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Previous Original Layout - roadside cycle lanes well painted without any enhancements or loss of parking spaces.

**Submitter details:**

Suburb = Other City = Wellington

Resident

Age group = 50-59

E 2044

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Go back to Original roading system

E 2045

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Option A is the only sensible option available in my opinion. It's safer for all to have the cars parked next to the footpath. Bikers need to get use to having cars beside them (it happens everywhere else in Wgtn) Also on the road, they are far more visible to cars. The current layout is dangerous for people getting out of their car (both sides) and bikers as they are not seen between footpath and parked cars by cars on the road.

Also, not having a footpath to line up against to park means cars appear to be parked inconsistently and often appear in the middle of the road. Very dangerous!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2046

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** E as proposed by the Island Bay Residents Association.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 2047

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** As a cyclist, I feel safer being separated from traffic, hence my preference for the kerbside cycle way. I think that raising it shows the separation between road and cycle way better, perhaps making it easier for people to understand where their cars can and cannot go.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2048

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I want the cycle way to be separated from car traffic

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2049

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Option B is the safest for pedestrians and cyclists as bikes are separate from cars and on a different level to pedestrians.

Option C and D, while looking good on paper, could potentially cause accidents involving pedestrians and cyclists as they are on the same level.

Option A is the least safe option for cyclists even with enhancements.

Any additional option of 'putting it back the way it was' would be the most dangerous and a huge set back for the future of transport infrastructure in Wellington.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2050

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** prefer the current option for safety and enjoyment level when cycling

E 2051

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** No cycle lane , road doesn't need to be anymore narrow

E 2052

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitorOther

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/Bussiness Association

E 2053

**Submitter details:**

Suburb = Houghton Bay City = Wellington

Regular visitor

Age group = 30-39

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** No cycle lane. The Road is wide enough not to need one and I see very few cyclists using The Parade compared to other parts of Wellington.

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would choose 'Option E' as proposed by the Residents' Association. The Parade should be returned to how it was before the cycleway because a) The Parade is a wide street which didn't need a cycleway in the first place and b) the cycleway was only implemented because it was the mayor's pet project and so was done for the wrong reasons. If there must be a cycleway then bikes and pedestrians should share the footpath (without extending the kerb out into the road) as the original footpath is wide enough to accommodate this without encroaching on parking and driving space. Option A would be my third choice as it puts parked cars back against the kerb rather than them being parked in the middle of the road which makes the actual driving lanes too narrow.

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 40-49

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** The original Parade design worked for years and provided a safe and workable solution for all road users plus pedestrians and residents.

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E- Island Bay Residents Association and Business Association proposal

It's near impossible being able to see if cars are coming along the parade when you are pulling out of the side streets.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** As a person who regularly travels to and from Island Bay using a variety of transport modes (bus, walking, cycling and car), I think option C will provide the safest and most enjoyable travel experience for all road and footpath users. I think that options B and D are also a significant improvement on the status quo, but that option A is a backwards step in terms of safety and comfort, especially for cyclists. Option C is a design that's quite common overseas and has a proven track record in accommodating for and preventing conflict between different road and footpath users. I'm really excited about the possibility of Option C becoming a reality for the benefit all who love Island Bay. Please make it happen!

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 40-49

E 2058

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2060

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** I would like to cycle (haven't since I was young) but am too scared to use the road. I don't feel safe with the current layout and find it really risky as a driver, with many blind spots. Bikes being separate from the cars seems like the best way forward. Look at how the Dutch do it.

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Option C

The traffic lane width of 3200 is preferable to ensure cars can safely travel down such a busy street. I have chosen this option over option B as I think that the widths of the safety strips/roads/footpaths are more appropriate. However, I strongly believe that having the cycleway at a slightly different height than the footpath and safety strip is essential, this will encourage cyclists to not deviate onto the safety strip and also encourage pedestrians to not walk onto the cycle lane without looking. One issue I have with the current layout is that I find it difficult getting babies and children out of the car as the safety strip is not differentiated from the cycleway think that this option would encourage children and families to use the cycle lane. I would strongly prefer that park numbers in the residential areas are not reduced by the numbers suggested. Parking around community areas such as the playcentre, churches and bowls club is already difficult, perhaps additional angled parking could be installed in these areas.

## Option D

The reason that I have selected Option D is that I believe it is the best solution in the business zone. The shopping centre is the centre of our community and the angled parking allows us to access it. The parking around the shopping centre is very popular.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** As per the direction from your meeting with Island Bay community on 31st July. Put it back how it was.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2063

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Porirua

Occasional visitor

Age group = 18-29

E 2064

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Paint it back to original layout

**Submitter details:**

Suburb = Kingston City = Wellington

Resident

Age group = 18-29

E 2065

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Regular visitor

Age group = 18-29

E 2066

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** It's a no brainer that any new cycleways in Wellington should be separated properly, with some sort of physical barrier. It's what they're doing in Auckland, and consequently the number of new cyclists is growing hugely. We need to keep out cyclists safe, and give more people the safe option to cycle into town - especially in a city trying to reduce it's carbon emissions, where congestion from cars is becoming more and more of a problem. My preferred option would be either a two way separated cycleway (road level), with cars on one side of the road. Nelson St cycleway in Auckland is an excellent example of this.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2067

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Representatives

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 30-39

E 2068

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Cyclist safety

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 50-59

E 2069

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I like this version as it raises cyclists slightly above road level, good for seeing and being seen. And as a cyclist I won't feel trapped in a channel – there'll be more room to pass, or to avoid any obstacles. It needs a tweak to keep walkers and cyclists separate though. A slight height difference with 'friendly' mountable angled kerbs, or a smooth drainage channel, would do this well.

**Submitter details:**

Suburb = Other City = Wellington

Occasional visitor

Age group = 60 +

E 2070

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The current design layout is an absolute disaster. Having travelled extensively in Europe as a professional civil engineer there are much better options available. It is disappointing that the design team have not availed themselves of extensive overseas practices.

1. I firstly recommend a return to the original status quo with alternative side roads available for cycles and keep The Parade as a wide main suburban feeder road.
2. Alternatively, I suggest a two way cycle lane on the western side of road above road level with the footpath shifted closer to the Pohutukawa trees and grass berm width reduced. Retain existing parking generally.
3. If neither of the above suggestions acceptable, then Option A provides the only logical design with safety road width available when no cyclists, a situation that prevails for much of the time.

**Submitter details:**

Suburb = Newtown City = Wellington

Other

Age group = 30-39

E 2071

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Put it back to it was in the beginning

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 40-49

E 2072

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back to how it was

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 2073

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2074

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I strongly oppose any further expenditure on the current Island Bay cycle-way other than to meet regulatory compliance requirements.

We need to spend our limited cycle-way budgets to achieve enhanced cycling opportunities in the city. While it is debatable that Island Bay should ever have been a "first off the rank" exercise in improved cycle-ways, the fact is that money has been spent and an overall improvement for cycling has been obtained. Spending must now be focused on areas of real need. Within the context of the wider Island Bay area that should focus (as it should have originally) on the much more challenging cycling link through Berhampore/Newtown to the John Street intersection with Adelaide Rd.

I am very disappointed that (what I believe is) a vocal and disgruntled minority in Island Bay are letting down both the Bay and Wellington. It is disappointing this has been encouraged by high profile Council members.

I am an occasional cyclist (over 60). I am put off more regular cycling because of the dangerous section that starts at the top of Island Bay where the golf course starts. I usually resort to the footpath which is not satisfactory. There is no relief until you reach John St. THAT is where we need to focus money.

As a related issue, I prefer the current layout of the Parade. The narrowing of the street is much more consistent with the residential nature of the area and has calmed traffic. Quite apart from cycling safety, I assume it has improved driver safety. It would be very unfortunate if the Parade was returned to the ultra-wide "raceway" we had in the past.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2075

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Want it back to how it was. option E as per Island Bay Resedents Association & Business Association

**Submitter details:**

Suburb = Brooklyn City = Wellington

Occasional visitor

Age group = 40-49

E 2076

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I don't like the current cycle way at all. I now avoid going out to Island Bay because the cycle way has made parling diabolical and more dangerous for all road users.

**Submitter details:**

Suburb = Other City = Upper hutt

Regular visitor

Age group = 40-49

E 2077

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E Island Bay Residents Assoc. And Business reps proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2078

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** A cycleway separated from traffic is essential. I really like the proposed raised cycleway. One of the challenges of the existing cycleway has been that it is at road level and parked cars seem like they are out in the middle of the street. Please improve on what we have rather than go backwards by reverting it to the old format! This will really benefit both the Island Bay community and wider Wellington.

**Submitter details:**

Suburb = Khandallah City = Wellington

Other

Age group = 50-59

E 2079

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as per Island Bay Residents Association

**Submitter details:**

Suburb = Vogelstown City = Wellington

Regular visitor

Age group = 18-29

E 2081

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Least accidents occurred with the previous layout, makes road safer for large vehicles like buses too, so they don't clip parked cars

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2082

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Current layout is unsafe, bus stops were removed to make it work meaning elderly residents lost their local Bus stops. Back to wide open roads where there was more than enough space for bikes and cars

**Submitter details:**

Suburb = Houghton Bay City = Wellington

ResidentRegular visitorOther

Age group = 40-49

E 2083

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Separated cycle way is safest. Also important to keep parking and angle parks make traffic flow better in business area. Not keen on bike lane being same level as footpath with no height or kerb separation; we'll end up with pedestrian /cyclist incidents and near misses. Walkers will unintentionally stray into bike lane - bad for everyone

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2084

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E- Island Bay Residents Association/Business Representatives Proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group =

E 2086

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 50-59

E 2087

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put back to how it was

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2088

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2090

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer the cyclists/cycleway next to the cars/road rather than the footpath. Option A is the only option that includes this. But Option A is not sufficient. I don't understand why the business zone (the heart of the bay) isn't left as is in any options. It's fabulous to have outside seating and wide sidewalks. I'm concerned that the removal of angle parks will just mean that fewer people stop. With limited parking many will just go elsewhere. If I was in Houghton Bay and wanted coffee and shopping I might just choose Lyall Bay where that would be more convenient to pop right to where I need to go. We've already had a dairy close and another struggle due to parking changes. I don't want our high street to suffer with businesses closing as a result of lack of customers due to lack of parking. So for me, option A but with the business area left as is - including the speed bumps. In the business area the cyclists could merge with the traffic as happens now. For wee ones / families, there's enough footpath space for cycling through the business area.

**Submitter details:**

Suburb = Newlands City = Wellington

Regular visitor

Age group = 40-49

E 2091

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** E put it back the way it was. As was fine...

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2092

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:** My concern is safety in getting our 3 under-five year old children out of the car. The present system requires us to get one out onto a busy narrow road, and the other 2 to get out separately and cross the cycle way to put on the footpath safely. Having the cycleway on the outside of the car is therefore preferred as a safer option. The secondary consideration is the extent of loss of parking. It is often very difficult to find parking near the town centre so the considerable loss of parking associated with some options in the business area is of concern. Particularly if it reduces the viability of some local businesses - because business closures would significantly detract from the beneficial aspects of Island Bay. if a cafe is less attractive to visit, then other local businesses will also lose out as a consequence. I would like to see some combination of these options - for example the pathways could certainly be narrowed in some places if it would help safety.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2093

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option e- island bay residents association proposal

E 2094

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E IBRA and business reps recommendations

E 2096

**Submitter details:**

Suburb = Other City = Karitane

Regular visitor

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Leave them on the road. Get a real consultation process!!!

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentOther

Age group = 40-49

E 2098

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Have had friends who cycle injured or near misses with new design.

And too many children scooting on cycleway

Also poor visibility of cyclists and underutilisation of current cycleway due to perceived risks

**Submitter details:**

Suburb = Vogelstown City = Wellington

ResidentRegular visitor

Age group = 40-49

E 2099

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Prefer the option proposed by the residents of Island Bay

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2100

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2101

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Back to the original parade before the cycle way

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2102

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C, B, and D are the best choices for safety for cyclists, pedestrians, and road traffic. Option A is not safe for cyclists. We would stop seeing children using the cycleway, put all cyclists in danger, and discourage more people from cycling if option A was enacted. doesn't meet safety guidelines why is it even an option?

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2103

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association and Business Association

I am totally disappointed in the above options (A,B,C&D) that aren't supporting the business community or the safety of the wider community and the cost of any of the above is ridiculous & totally an unacceptable waste of taxpayers money. I'd love to see curbside parking returned & a bold wider safe visible cycleway reinstated.

Please listen to the residents - we have to use this carriageway daily!

btw.... I did submit this yday, however there was a typo error in my email address - this, I received no confirmation.

**Submitter details:**

Suburb = Broadmeadows City = Wellington

Occasional visitor

Age group = 30-39

E 2105

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd =

3rd =

4th =

**COMMENTS:** I think that being elevated above road level will provide a little more visibility for the cyclist. This style of cycleway is a little unusual for New Zealanders and will take some getting used to, but I think it could eventually be beneficial and encourage more people to cycle. However, I think there also needs to be signs asking cyclists to watch their speed around pedestrians.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = Under 18

E 2106

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Its good to get rid of the angle parking because cars don't see me when they back out. Option C seems more fair than some of the others because the road gets more room and that footpath isn't much smaller.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2107

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2108

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I personally would be most comfortable cycling on the footpath and feel it would be used by children more if it were located there — if the aim is to provide a safe cycleway, to encourage cycling, would this not be the easiest transition... there are confident cyclists who WILL still use the road, regardless of the layout. Option D is also the only layout to retain angle parking in the IB shops, so it's the best option for local businesses. I would prefer 'Option E' over the other three options.

**Submitter details:**

Suburb = Other City = Lower Hutt

Regular visitor

Age group = 18-29

E 2109

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I have ranked them based on safety and efficiency, from most to least.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentLocal business owner

Age group = 50-59

E 2110

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option E The Residents Association and Business Reps proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2111

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I think the cycle way should be combined with the pedestrian level no doubt given the young riders needing to utilise it. However I also believe angle parking could be utilised to a much greater degree on the western side of The Parade claiming back the lost parking.

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 30-39

E 2113

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Current cycle-way is stupid, a hazard, and no one uses it. It was a vanity project for an awful mayor.

**Submitter details:**

Suburb = Karaka Bays City = Wellington

ResidentRegular visitor

Age group = 18-29

E 2114

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 30-39

E 2116

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island bay residents/business association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2117

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Best outcome for cyclists, and also increases the road width.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2118

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as put forward by the residents association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2119

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I prefer Option E - Island Bay Residents Association/Business Association proposal as my first ranked option. This is better for all road users and maintains the car parks. Without the car parks I would shop elsewhere as would many others. This would jeopardise Island Bay businesses.

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 30-39

E 2120

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C is the best option for cyclists, pedestrians and drivers alike. There is room for cyclists to manoeuvre, there is more room for drivers, and pedestrians still have a decent footpath. I also like that the cycleway is raised from the road, distinguishing it from other traffic and keeping cyclists safe from cars that are parking and doors opening from cars.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2122

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I'd like for the bay to return to its original state with NO bike lanes. The road was big enough and safe enough in it's original state to accommodate all means of transport and had done so since the creation of the parade.

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Regular visitor

Age group = 30-39

E 2123

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** roadside bike lanes don't give cyclists enough protection from traffic -> makes cycling feel less safe and less comfortable, so not a good option. I strongly support bike lanes, but unless it's some well it won't make an huge difference.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2124

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Representatives.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2125

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** My preference is for the return to the original layout where visibility was excellent for cyclists, motorists and pedestrians. I am a cyclist who has ridden safely on the original layout as have my children and grandchildren. I will not ride on the current cycleway. Kerbside cycleways are not appropriate on the Parade with so many adjacent driveways.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2127

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association option

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 40-49

E 2128

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** 1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.  
2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.

3. Put unmarked car parking back against the kerb, no markings equate to more car parks.

4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.

5. In the shopping centre retain the current shared space and car parks.

6. Look at reducing the speed limit along The Parade.

7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.

8. Retain pedestrian crossings on The Parade.

To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2129

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E please. Return it back to the way it was.

**Submitter details:**

Suburb = Newtown City = Wellington

Occasional visitor

Age group = 30-39

E 2131

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Less clutter on the road, cyclists have more visibility and the ability to over take and go at a reasonable speed without worrying about pedestrians.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2132

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E: Island Bay Residents Association plan

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2133

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/Business Representatives

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2134

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The other options are simply not options are they...time to get realistic and listen to the people that it affects the most...us..the long term residents who use the parade daily !

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 2135

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** Bicyclists are much less of a danger to pedestrians, than cars to bikes. Thus, mixing Bikes and pedestrians on the same level in dense-traffic areas (cars coming out from driveways, people from shops etc) is safer. In many european cities this is the retained system in centre cities / suburban centres.

**Submitter details:**

Suburb = Mornington City = Wellington

Regular visitorOther

Age group = 30-39

E 2136

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back to its original layout. The cycle way is a safety hazard and an eyesore!

**Submitter details:**

Suburb = Newlands City = Wellington

Regular visitor

Age group = 30-39

E 2137

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Bring it back to the Bay

**Submitter details:**

Suburb = Khandallah City = Wellington

Occasional visitor/Other

Age group = 30-39

E 2138

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I prefer the kerbside cycle way. I like the way it is laid out. I cycle the current cycleway and feel safe doing so. I prefer option d because the cycleway is at the same level as the footpath as is the safety strip, and the parked cars are at street level. I don't want to take more parks from the shopping area, and like the idea of reversing back into angle parks. I think the shopping area between Medway and Avon st should be a shared space for pedestrian crossing anywhere through this zone, rather than at the two zebra crossings.

I really appreciate the need for speed humps, and think that they are good for making us go 30kmh, I think the people who complain about them are just driving too fast!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2140

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - The Residents Association and Business Representatives

**Submitter details:**

Suburb = Roseneath City = Wellington

Regular visitor

Age group = 30-39

E 2141

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island bay Parade was one of the safest places to cycle in a Wellington, before the 'cycleway' was introduced, and none of the council proposed options make it as safe and open and easily navigable for all as it was then.

Return it to what it was - and continue to also 'permit' young children to cycle on the footpath respectfully (which in reality is what enforcement already does).

Perhaps also spend money on an education programme to promote safe shared-cycling on pedestrian footpaths, in primary schools.

**Submitter details:**

Suburb = Kilbirnie City = Wellington

Regular visitor

Age group = 30-39

E 2142

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2143

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Representatives.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2144

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2145

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2146

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back the way it was before you spent bloody millions on this JOKE

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2147

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** Don't want local businesses to lose out.

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Regular visitor

Age group = 18-29

E 2148

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Cycleway needs to be obviously separated - makes it feel much safer for cyclists. Angle parking is a lot easier for drivers to park in.

**Submitter details:**

Suburb = Te Aro City = Wellington

Regular visitor

Age group = 30-39

E 2149

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** In all cities overseas with well-functioning, safe, and well-used cycle infrastructure, the bike lanes are separated from the cars on the road. This means people of all ages and abilities can use them - I've used them myself and they are safe and effective. Any option that does not somehow separate bikers physically from cars is not as safe and therefore less likely to be used.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Resident

Age group = 30-39

E 2150

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back the way it use to be!! The parade looks messy and horrible also how many bus vs car accidents have there been, since the cycle way was put in??? Heaps .

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2151

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I want to return The Parade to how it was as per the proposal made by IBRA and the Island Bay Business representatives.

E 2152

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back to way it was.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2153

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** no contact with moving cars

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2154

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please return to original state before the cycle way was implemented. we have 3 cars in our family and use this stretch of road half a dozen times a day.

**Submitter details:**

Suburb = Tawa City = Wellington

Regular visitor

Age group = 40-49

E 2155

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to its pre cycle way state.

**Submitter details:**

Suburb = Khandallah City = Wellington

Occasional visitor

Age group = 50-59

E 2156

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2157

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The island bay residents association and business association option - return it back to its original state

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 18-29

E 2158

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd =

3rd =

4th =

**COMMENTS:** It had the best separation of cycleway to road. B and D are also fine; however, A is by far my least preferred option

**Submitter details:**

Suburb = Melrose City = Wellington

Resident

Age group = 50-59

E 2159

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

Option E - The Residents Association and Business Representatives proposal.

**Submitter details:**

Suburb = Kingston City = Wellington

Regular visitor

Age group = 50-59

E 2160

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** The current layout is extremely dangerous to both cyclists and motorists. I believe it is also very confusing. The road is now so narrow, that I am surprised there have not been any major accidents. It us also very ugly. The whole parade has been ruined!!

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 50-59

E 2161

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:** I am a middle-aged female and fairly inexperienced cyclist, so like many of my similarly aged friends, I need a cycleway that looks and actually is safe. That's what is going to get me on my bike around Wellington - and out of cars and buses, which saves both carbon emissions and health sector dollars. For every dollar spent on safe segregated cycleways, there's a twenty dollar return in health and climate savings (ref Macmillan et al 2014). I like option C because there is a clear separation between people traveling enclosed in vehicles and people who don't have that metal protection because they're cycling or walking. The current cycleway has been much safer for me than the previous dodgy door-zone 'cycleway' (with several life-endangering moments thanks to other road users just on one trip to the beach), with the result that most of my trips to Island Bay shops and services are by bike, and we are currently fairly comfortable without a car. However I notice that too many drivers are struggling to park correctly and reducing cycleway safety, whether because their wing mirrors matter more than my safety, or they just can't see where exactly to park. The edges in the new designs remove that issue by making it very clear where to park. I also like the plan to have the cycleway level with the footpath - this makes it much easier for pedestrians, especially less physically able people (including wheelchair-bound or people using walking frames or children in pushchairs) to move towards a car. And the gutter space is used as road space for parked cars, not useless space in a cycle lane. Option C is better for cyclists, pedestrians - and drivers accustomed to wider lanes. We need good quality cycleways in our city - cycling is growing exponentially, even in my street, older neighbours are enjoying biking more. And once we get to grips with how quickly we need to reduce emissions from oil-burning transport, the demand from all ages and abilities for safe cycling will be huge. As babyboomers, we need to stop stealing from the younger generation.

**Submitter details:**

Suburb = Other City = Dunedin

Regular visitor

Age group = 18-29

E 2163

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Leave them on the road

**Submitter details:**

Suburb = Johnsonville City = Wellington

Regular visitor

Age group = Under 18

E 2164

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 18-29

E 2165

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island bay residents association/business association proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 2167

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Strathmore Park City = Wellington

Regular visitor

Age group = 50-59

E 2168

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2170

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** It is so much safer with the cycleway separated from the cars on the road, but I am concerned about losing parking in the main shopping area

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 2171

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I do not like bikes on the / near the road

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2172

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** "Option E - Island Bay Residents Association and Business Association proposal."

**Submitter details:**

Suburb = Crofton Downs City = Wellington

Regular visitor

Age group = 60 +

E 2173

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I just want to say youve ruined Island Bay Parade. I used to live there as a teenager. I got a shock. If I had a teenager or child I would not want them biking in the cycle lane. Its dangerous with all the driveways to houses.And to be honest you watch and count the people that use the bike lanes. Joke!!!

E 2174

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to how it was originally including putting back all carparks to how it was.

E 2176

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentLocal business owner

Age group = 60 +

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Residents and Business Association choice

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 60 +

E 2177

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I am a weekly visitor to Island Bay shopping area and am always searching for a park to get to my appointment for 9.30. Sometimes I am successful but if I can not get a park I then have to use the New World shopping area which puts me in a dilemma as I could be towed away. taking 17 car parks out of this area will make it even worse! I am a senior citizen and need to come by car. Parking in a side street is not an option as that is usually taken up well before I get there. Personally I would much prefer the Parade to go back to what it used to be. The streets running parallel to the parade on either side would be much safer for cyclists. I am aware that they would need to come back to the Parade in some instances, which is not much different to what they are doing at the moment.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 2178

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I think that the design just needs a tiny tweak to improve it. I think it is utterly a waste to see it go back to the way it was i.e. option a- absolutely against. We need a safe and user friendly cycleway. Well done WCC

**Submitter details:**

Suburb = Oriental Bay City = Wellington

Resident

Age group = 60 +

E 2179

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2180

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E: Island Bay Residents Association & Business Association proposal

E 2181

**Submitter details:**

Suburb = Island Bay City = Wellington

Local business owner

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** OPTION E - ISLAND BAY RESIDENTS ASSOCIATION

E 2182

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentLocal business owner

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please, please put it back to its original format.

## Attachment to online submission 2192

I am a resident of The Parade, Island Bay, Wellington and also a business owner of (address removed), Island Bay.

If you don't put the cycleway back to its original format, that will be the end of my hairdressing business.

If you go ahead with the removal of more carparks - there will be no option for people to come to this area as there are simply no parks as it is, people can never get carparks.

I have lived in Island Bay all of my nearly 51 years and cannot believe the council could do this to what was once, a safe and pleasure to drive.

I have never been consulted as far as a business owner goes as to how this may/might have affected my business. I am located directly next to The Empire and have never seen a council member come in to my shop to ask how this may have impacted on my business or how its implementation has affected my business.

Why don't you listen to the people??? This is a democratic society (or at least it is meant to be). Let us have our say and listen to it.

I am scared what this will do to my business. Do you have a conscience?

We are all out there trying to make a living and do our best for Wellington and in return, what do we get? Nothing but a nightmare outside of our doors.

This current layout of The Parade is nothing short of dangerous and an obstacle course for what? The very few who ride it.

I am not against having a cycleway but what was wrong with the original layout?

PLEASE PUT IT BACK - OPTION E IS MY PREFERRED OPTION.

LISTEN TO THE PEOPLE

**Submitter details:**

Suburb = Northland City = Wellington

Occasional visitor

Age group = 40-49

E 2184

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

COMMENTS:

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 60 +

E 2185

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd =

4th =

COMMENTS:

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2186

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Just put it back the way it was!!! There was nothing wrong with it

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2187

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I vote for Option E - Island Bay Residents Association/Business Association. However, I don't mind the height of the pedestrian crossings in the business area. I think the business area works fine as a shared space with the cars and bikes because of the reduced speed.

I do not like any of the options because we will lose too many carparks. It is already very hard to get a park anywhere near the shops.

I do not like the raised safety strip/traffic islands in option B - they are a tripping hazard.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2188

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I support the Island Bay Residents Association Option E and bit for that option

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2189

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** This is the only solution if we are going to extend the cycleway to the city via Berhampore which is very narrow - and for the rest of the city. In Japan pedestrians and cyclists share the footpath in a civilised, mutually respectful manner. We can do this too!

**Submitter details:**

Suburb = Johnsonville City = Wellington

Other

Age group = 40-49

E 2190

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I lived on the Parade for many years. I now visit Island Bay regularly to go to the Doctors and visit family. Since the installation of the kerbside cycleway I believe the safety of all users -cars, trucks, buses, footpath users, those exiting cars, those waiting for buses and cyclisit have been compromised. My parner is a cyclist for fitness, he

Would cycle from Johnsonville to Island Bay at least once a week. since the new cycleway he now avoids Island Bay, and if he does happen to go down the Parade on his bike, will not use the cycleway, preferring to use the road where he feels safer as he is more visible and has more space to move if he needs to swerve to avoid a hazard. To cut a long story short, there was nothing wrong with The Parade before, it catered to everyones needs and abilities, a road side cycleway with large median in the middle and wide footpaths for walkers and children/family on bikes or scooters if they arent so confident to be on the road. Get it back to what it was, please, please, please, its such a mess, confusing for visitors, astetically ugly and has runied Island Bay, I can't see a better option than how it was prior to this. The other options all reduce parking space, which is scarce already and will potentially kill off more local businesses if more parking is removed. I hope the council uses common sense, but i personally feel the feedback of the residence are not treated the same as those that are the cycling elite. I hope i am surprised and pleased by the outcome but i fear the community voices will fall on deaf ears.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 2191

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** As per island bay residents association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 2192

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** When I'm biking to SWIS (school), I don't like biking on the footpath because it annoys people, and I don't like biking on the road because I don't feel comfortable. I like biking on the cycle path because it's for bikes, and I don't feel like I'm going to get told off by some random person, and I won't get run over by a car. The raised option would make me feel safer, and I wouldn't be afraid that a car door might swing out and hit me.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

ResidentRegular visitor

Age group = 40-49

E 2193

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** My last choice would be the "Option E" suggested by the Resident's Association

**Submitter details:**

Suburb = Maupuia City = Wellington

Regular visitor

Age group = 50-59

E 2195

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** No just put it back the way it was

E 2196

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. island Bay Residents Association/Business reccomendation please

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 40-49

E 2197

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Keep cyclists safer by removing them from the road entirely and put them on the footpath

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2198

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I support: Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Regular visitor

Age group = 30-39

E 2199

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Option D is the safest for cyclists and easier for people getting out of cars- because they don't have to look out for cyclists when opening their doors. Option A is dangerous for cyclists because of getting hit by a car door opening which could push them into the flow of moving traffic. Option D is also good because with cyclists cycling in a raised surface away from the traffic, they can be more aware of the local businesses and therefore more likely to stop and shop.

**Submitter details:**

Suburb = Other City = Palmerston North

Other

Age group = 30-39

E 2200

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Best options for cyclists and people who have houses on parade

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 40-49

E 2201

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I favour my choice because I want a safe cycling environment for myself (unconfident cyclist) and children. I don't want a return to the original layout because this is not safe for young cyclists and prioritises parking over the purpose of a cycleway. The two options for shared pedestrian ways will work only if the spaces are carefully delineated - in my experience unless they are different heights and have separators, then pedestrians stray into cyclists' paths and there is conflict.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2202

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Kindly return it to exactly how it was before all this started. We don't want to loose any more car parks. The local residents association are suggesting the same I believe and my submission supports that.

**Submitter details:**

Suburb = South Gate City = Wellington

Regular visitor

Age group = 40-49

E 2203

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Cycle lane at height of footpath and removing car parks a good idea

E 2204

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Preference is Option E IBRA option followed by Option A. Having the cycleway kerb side is confusing and limits visibility when at intersections and when entering and exiting driveways along the Parade. Parking needs to go back to original levels in order to support businesses and the community. Kerb side cycleway's inconvenience all other road and footpath users i.e. elderly, disabled, children and general users as access from cars to footpath is challenging.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 2205

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** No parking lost please

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2206

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Cars can park up right against the kerb which is far better than we currently have. Offers slightly wider road than C. Retains most angle parks in business zone. Safe for cyclists.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 2208

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2209

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back to the original layout

E 2210

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association and Business Association

E 2211

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 2212

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I don't support removing the separate cycleway. It's great to be able to ride down a road without having to worry about what's coming up behind you. I'm a confident commuter cyclist and have previously lived in Owhiro Bay and ridden to work via the length of Island Bay. Cycleways between parked cars and the road are just not safe. They encourage inexperienced cyclists to ride in the door zone. Having instinctively veered out of the path of an opening door and in front of a stock truck while riding in the cycle lanes (between parked cars and traffic) along SH1 in Dunedin I always ride either on the wide line or in the road when riding in such paths. I knew the truck was there but instinctively avoided the door which I could see. It was only because I had accelerated faster away from a traffic light than the truck that I am able to make this submission. Unprotected cycle-lanes mean that riding further into the road to slow traffic down when you are not feeling safe is not an option. I currently live in Berhampore and use the cycle lanes to get to the Island Bay shops. I would use them more if the route between Berhampore and Island bay was less stressful to ride.

**Submitter details:**

Suburb = Kelburn City = Wellington

Occasional visitor

Age group = 18-29

E 2213

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** My experiences of using raised bike lanes is very positive. It also is much nicer for children to use, and really easy for bikes to pass each other when there are no pedestrians.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2216

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would prefer that there is another option, which is returning the whole area back to the way it was. I do not as often as what I used to go to the village in Island Bay due to the way it currently is - I feel that the way it is and the other options listed do not really address the residents concerns. I would like to see that the pavements are widened a little with a line down the middle, so that both pedestrians and cyclists are able to use the pavement - as is the case in the UK and Europe. One side could be painted to indicate which is the side for pedestrians and which is for cyclists. Bus stops should be restored to where they were. Introduce speed humps if required along The Parade and remove the one's in the shopping centre. Currently, parking is a concern, with parks few and far between.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2217

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - as proposed by the Island Bay Residents Association (and local business groups) - return to previous layout, with no loss of car parks, and cycle lane on outside of parked cars. This is safe, less expensive than the proposed A-D options and has a less detrimental impact on parking for locals and for businesses. Before the new disasterous cycleway, there was nothing wrong with Island Bay - for everyone including cyclists. Please change it back.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentLocal business owner

Age group = 50-59

E 2218

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** The option I have chosen are in my opinion the safest for cyclists of all ages, and provide ample space for cars and buses driving along the Parade. The spacious feeling of our suburb will be regained without negatively impacting on drivers, cyclists and pedestrians. We get to share the space and reinstate the beauty of the Bay.

**Submitter details:**

Suburb = Vogeltown City = Wellington

Regular visitor

Age group = 18-29

E 2219

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island bay residents/ business association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2220

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The traffic lanes need to be wider to accommodate buses and trucks safely, no parking should be removed - would be a detriment to trades people, delivery drivers, health visitors, elderly, and families. The size of the cycle lanes could be made a little smaller, but something has to be done re: visibility of residents leaving/entering their driveways which will cause an accident with a cyclist eventually. Also the design isn't in keeping with other designs elsewhere which will cause confusion. Ghost marks on the road cause issues when it's raining. I also hope this debacle won't be inflicted on Berhampore and Newtown - make an off-road cycle way to the city, the roads are way too narrow to support on-road cycleways safely.

**Submitter details:**

Suburb = Khandallah City = Wellington

Occasional visitor

Age group = 40-49

E 2221

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Provides best protection for cyclists and general users. Moves cyclists from the door zone and further reduces conflict as they are on the passenger side rather than drivers side (given the low vehicle occupancy stats every vehicle has a driver but few have passengers) general vehicle traffic calmed by the narrowing and proximity of parked cars.

**Submitter details:**

Suburb = Wellington Central City = Wellington

Occasional visitor

Age group = 18-29

E 2222

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association and Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2223

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The Island Bay Parade needs to be returned to the original way it was, an uncluttered, wide, safe road for all users, not the mess we have now.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 40-49

E 2224

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2225

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I am strongly opposed to a cycle lane that require cyclists to cycle along side the moving traffic as proposed in option A. As a driver I think it is fantastic that the cyclists are separated from the roadway - it actually means that I do not have to be so anxious when driving about a cyclist possibly veering out into the roadway.

I am in favour of the options that separate the cycle way from the road . A raised safety strip might cause issues for cyclists for my preferred options are to have the entire cycle way raised .

I think it is helpful to keep angle parks in the business zone .

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:** I have chosen A first as prefer the old layout with Cyclists on the road where all expect them. I feel safer this way. D second as would like to keep the parrel parking as see value in this. Then C as I see no point in having bigger pavement for walking give the safety to the cycling and or road. Also felt that the drawings were not 'apples for apples' for comparison with vehicles or people in different places on diagrams and therefore creating potential designer bias.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

put it back to how it was. Best option for all to see and use in a safe manner and least number of parks lost which is best for business and helping to keep the bay alive. Also much more suitable space for buses and trucks and delivery vehicles to go about their daily business. This option caters for ALL nit just cyclists!!!!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2231

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would prefer the parade returned to it's original road

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 60 +

E 2232

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please put it back to what it was originally. There was much more parking and it was much more user friendly

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2233

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

## Attachment to online submission 2233

The following points are the concerns we have with the Parade as it is now.

We support Option E which was put forward by the Island Bay Residents Assn.

We think more consideration should have been given to young families and the elderly, both from a pedestrian and driver point of view.

- The only advantage from the changes to the Parade has been the addition of pedestrian crossings.
- There have been too many carparks removed and the proposal of another 40 being removed from the Parade is unacceptable. It has been suggested the side streets will take the overflow, but they are under pressure already.
- The angle parking outside the Island Bay Medical Centre should be reinstated. One car park is not enough. When you are sick finding a car park is stressful.
- The local business community needs to be supported. We need easy access to the shops and they need to have confidence that their customers won't take their business to other suburbs because of parking issues.
- The Parade is confusing and because it is so narrow there is no room for error. The parked cars appear to be in the middle of the road and buses have to pull over to let the other pass.
- There is a concern that there is no room for emergency service vehicles to navigate the narrow parade if oncoming traffic contains large vehicles such as buses or trucks.
- Drivers and passengers exiting parked cars are put at risk because of the narrow car lanes and having to cross the cycle lane to get to the footpath.
- It is not the amount of cycles in the cycle lane that causes problems, but the random use of them. I went to step onto the road (cycle lane ) and out of the blue a cyclist whizzed past me, a very sobering reminder that there is a the cycle lane.
- We drive along Derwent Street instead of the Parade as the Humber street intersection (turning left to go north along the Parade) has cycle markers which force us to cross over into the southbound lane.
- An Eden street resident has said traffic has increased dramatically as drivers are avoiding the Parade.
- An elderly lady is too frightened to drive her car out of her home on the Parade because of the limited visibility. The removal of car parks either side of her driveway will not improve this.
- A man picking up his elderly parent parked in the cycle lane to make it easier for the parent, and was given a ticket.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2235

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Prefer The Parade the way it was. Using a pedestrian crossing to cross the road means that I need to look about 5 ways at once.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 50-59

E 2236

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Khandallah City = Wellington

Regular visitor

Age group = 30-39

E 2237

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** The two I have chosen are the two that make me feel the most safe as a cyclist.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 50-59

E 2238

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer no further money be spent on this cycleway, despite it being inappropriate and ineffective. Spend the money on cycleways where they are truly needed, nearer the city centre. If this is not possible, then I support Option E as promoted by Island Bay Residents Association.

# Attachment to online submission 2239 Cycleway Submission

I live in Owhiro Bay but travel to or through Island Bay most days, for shopping or en route to the city. This experience has been significantly less pleasant since the cycleway was put in place.

It bears no repeating that the Island Bay cycleway has been a debacle. The responsibility for that must lie primarily with council staff and councillors.

It is not as if everyone's only just realised this – it was clearly and loudly pointed out before the cycleway was built, in community meetings and informed submissions, which the council chose to ignore.

It ignored international best practice by implementing a design which has been successful in urban, high-flow traffic areas, but is ill-suited to suburban, residential areas, with many driveways exiting onto the route.

It failed to trial the proposed design over a short stretch of The Parade, as has been proved to be successful overseas in locations such as New York, instead bullishly laying it down over the entire route.

It ignored clear advice and international lessons that it was more appropriate to begin a cycleway network in the city centre and radiate out from there. This approach would have given the obvious benefit of any cycleway being used by the most cyclists and thus give the most return on investment.

It insisted on implementing the cycleway with an inappropriate design on a stretch of road that didn't pose problems for cyclists – cycle accident figures show there had been only three accidents on The Parade between 2000 and 2014, only one resulting in a minor injury. However, further along this route, on Adelaide Rd, there had been 59 accidents involving cyclists in this period, 10 serious, and 48 minor injuries. Yet the council insisted it was The Parade that needed an upgraded cycleway, when the real priority for safety lay elsewhere.

By beginning at Island Bay – at the far end of any network, it created an obvious “cycleway to nowhere” as the cycleway ends where it in fact becomes much more dangerous for cyclists and where there is actually much greater need for a cycleway – as you pass through Berhampore or Newtown and down Adelaide Rd.

By ignoring strong community concern, ramming through an ill-suited and untested design, and not taking the community with you, the council has created an unfortunate but avoidable fiasco. The naïve and arrogant attitude taken to any considered opposition was either that you were “anti-cyclist”, or that those raising concerns would eventually get used to it.

Neither were, nor are, true.

The fact the design was ill-thought out was shown by the series of additions and alterations that have been made along The Parade since the cycleway was created – all at additional cost.

Despite all this, nobody at council has ever apologised for the fiasco. Nobody has taken responsibility for the errors. No councillor or staff member has admitted mistakes, or the spending of \$1.7 million on a cycleway that councillors and staff now realise needs rectification.

The fact we are now undergoing this process, with new proposals, is the clearest possible proof that the cycleway was poorly planned and wrongly implemented. If it wasn't, then why is the council proposing changes barely a year after it was built? It is a public acknowledgement that councillors and council staff got things horribly wrong. Please don't shy from this or hide behind new engineers' reports – admit for once that this has been a disaster.

But now you want to heap further fuel on this hopeless process, by proposing unbelievably expensive alterations to the cycleway – which the ratepayer is expected to fund.

The costs proposed in all four options beggar belief. I would ask all councillors to stop for just a moment, and ask themselves, is this the best use of between \$4 million and \$6 million in Wellington right now? If you truly believe this, then I ask you to consider for another moment, what you will have achieved once this ratepayer money is spent:

\*You will still have a “cycleway to nowhere.”

\*You will still not have a network that encourages people to cycle to work or other activities in the city centre.

\*You will still not have a design recognised internationally as appropriate for this kind of suburban environment.

\*And you will still have huge community opposition, anger and frustration, at the lack of adequate consultation initially, and now the sense they have been let down because the four options offered are not what they were led to believe would be the result of their concerns and consultation.

The previous council created an enormous millstone around your neck by its “we-know-best” attitude. It single-mindedly imposed a design that was opposed by a large proportion of the community. You are now on the cusp of enlarging the size of that millstone by three or four times, if you adopt any of the four proposed options. Not only that, but the community antagonism and division will be increased by a similar quantum and last that much longer.

The only useful lesson that seemed to come out of the past few years was that, how the council handled the cycleway in Island Bay was an example of how *not* to do things with the rest of the proposed cycle network in Wellington. It seems nobody on council has truly understood or taken on board those lessons.

The utterly wrong-headed approach by council and staff to this cycleway can be shown in the fact it has never publicly demonstrated the pressing need for an upgraded cycleway in Island Bay, nor has it revealed whether the cycleway has achieved what its supporters and proponents claimed it would.

Do any of the councillors know how many more people are cycling, due to the new cycleway? Have studies been carried out? What is the percentage increase in cycle traffic?

As far as I am aware, the only published statistics came from resident Brendon Bonner when he was running for council in 2016. He carried out meticulous surveys at the same time over a series of mornings, which gave an indication of how many people were using the cycleway – figures the councillors will surely have seen and considered. The average number of cyclists between 7.30am and 8.30am was 49. And that was in late summer and early autumn, not cold and dark winter.

The council has often quoted the baseline statistic of 261 people commuting by bike from Island Bay, based on 2013 census data. But this is misleading in itself. The council does not explain that this figure is for Island Bay *and Owhiro Bay* – and thus the claimed 261 daily commuters through Island Bay is inaccurate, as many cyclists from the South Coast choose to go up Happy Valley and Ohiro Rd, rather than through Island Bay.

Extrapolation of Mr Bonner's surveys suggest that fewer than 200 cyclists commute through Island Bay daily – even well after the cycleway was built.

The point of this is that the cycleway was promoted on the basis it would increase cycling, and encourage those who were previously too fearful to cycle, to get on their bikes. Does the council have any evidence to show this premise was correct?

If so, why has it not been released as part of this consultation process as valuable information to help people make a decision.

If not, what is the point of spending such vast amounts of money on a further upgrade of the cycleway without such basic information? If the cycleway has not encouraged considerably more people to choose this form of transport, then its "success" must be questionable, along with the extraordinary amounts of further money proposed to be spent on a 1.7km stretch of road.

Please do not give weight to "anecdotal" suggestions of increased cyclist numbers, or claims of vastly different age groups using the cycleway, (as is often suggested, including by the previous mayor with no evidence) unless you have clear statistical information to back this up. And, given that no baseline studies of total usage, or use by age group, were done before the cycleway was constructed, I fail to see how you can gauge accurately any increase, or otherwise, in usage.

The failure to provide even the most basic statistics of usage, throughout this whole debate, is mindboggling, given the money being spent. How on earth can sensible decisions be made, if the most fundamental information isn't available, on which to base your decisions?

On the matter of statistics: The council refers, on its website (under FAQs), to the number of crashes on The Parade, in an effort to show it has not become more dangerous. However these crashes are not detailed in any way. And, unless I'm mistaken, they refer to all crashes – not crashes involving cyclists, as might be assumed from the way the statistics are presented. This is again, incredibly misleading, and supports the feeling the council has already made up its mind over this matter and is providing selective information.

As mentioned, NZTA statistics show there had only been three reported accidents involving cyclists on The Parade between 2000 and 2014 – only one resulting in minor injury. Why has the council not given figures for accidents involving cyclists since the cycleway went in? I am personally aware of two accidents resulting in injuries to cyclists, in this time.

As regards safety, the council now claims it can't simply return The Parade to how it was prior to the cycleway, as a safety audit and best practice now deem it necessary to remove several dozen car parks. Again, this defies belief and simply points to the unbelievably unprofessional and incompetent way this development has been dealt with. Are you seriously saying that a new cycleway built in 2016 is now effectively unsafe and almost illegal? (You are saying it is not legal to return the road to its original state.) Why was this crucial safety audit not conducted BEFORE the cycleway was implemented? Are you seriously saying that the council spent \$1.7 million on a project that turned out to not meet current requirements? Who is responsible for such appalling decision-making? Who is taking responsibility for this? The answer appears to be nobody, but those who made the decision, now expect ratepayers to pay millions of dollars to try and fix it.

Removing the proposed carparks will cause further difficulty and intensify the anger of residents and business owners. Just take a walk through the shopping area of Island Bay and notice how many

shops have Option E signs in their windows. Far from taking these business owners with you, you've further alienated them. The examples of how dairies along The Parade have suffered financially due to the reduction in parking spaces is a clear warning to all business owners of both the effect of the cycleway on their operation, and the high-handed manner in which council has dealt with their concerns.

And while you're there, notice how difficult it already is to get a park on The Parade. And you're suggesting reducing parking, thus making the situation worse?

What the council has created – using ratepayer money – is a monument to mismanagement. The proposed solutions are so extraordinarily expensive and inadequate in meeting the concerns of the majority of the community, that they can not be justified. You are simply suggesting that good money be thrown after bad – and even then, most people will not just be unhappy, but even angrier than they were before these proposals were promoted.

So, while I don't believe the current cycleway is appropriate or effective, the only rational thing to do is leave it as it is – as a testament and monument to incompetence and bureaucratic arrogance, a lesson to be learnt from and not repeated.

Instead, spend the money proposed in the four options on cycleways where they are needed, where they can be effective, closer to the town centre.

If you choose to continue with any of the four options put forward, you will merely dig the hole you're in, even deeper. You will also be remembered as being responsible for aggravating and compounding one of the worst bureaucratic blunders in the Capital in recent decades.

However, we have no faith that you will take on board anything detailed in this submission. Apart from a few councillors, virtually nobody has truly listened to those who live in and use Island Bay, since this process began.

The fact that after such a prolonged and divisive process, the community has been given just a fortnight to consider the options and respond, demonstrates to us the disdain councillors and staff have for those who live in this area, and the genuine concerns they have. If you truly cared about what the community thought, you wouldn't shoehorn responses into such a tight timeframe.

All this does is contribute to the belief that the council, in conjunction with staff, has decided what it wants to see happen to The Parade, and this process is merely going through the motions of community consultation.

How else do you explain how none of the options represent what the majority of the community has been asking for, for two years? How else do you explain the emergence of the very strong Option E argument and lobby?

All that has been achieved throughout this whole process is disgruntlement and division, largely due to people who take residents' rates and then ignore their views.

We have no faith you will listen to these views now, and no faith in your ability to act logically, sensibly and in the community's best interests. But this is the only option and opportunity we have.

Yours etc  
Owhiro Bay

**Submitter details:**

Suburb = Other City = Brisbane

Other

Age group = 40-49

E 2239

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 2240

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

# E 2241

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** As in Darwin Australia, a shared cycle way on one side of the road with dotted lines down the Centre to separate directions of cyclists...works seamlessly and bikes are equipped with bells to alert pedestrians they are approaching. There are very few problems and good for teaching road rules to kids about keeping left and sharing a roadway.

**Submitter details:**

Suburb = Seatoun City = Wellington

Regular visitor

Age group = 60 +

# E 2242

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** 1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.  
2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.

3. Put unmarked car parking back against the kerb, no markings equate to more car parks.

4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.

5. In the shopping centre retain the current shared space and car parks.

6. Look at reducing the speed limit along The Parade.

7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.

8. Retain pedestrian crossings on The Parade.

To be confirmed but and indicative costing would be no more than \$750,000.

E 2243

**Submitter details:**

Suburb = Other City = Palmerston North

Regular visitor

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/Business Association

E 2244

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as proposed by the IBRA.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2245

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - The Residents Association and Business Representatives proposal.

1. Reseal The Parade approx cost \$280,000 based on council figures for 2016 where they spent \$9.5 million resealing 68km of road.
2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put in and re-kerbing approx half a kilometre of The Parade.
3. Put unmarked car parking back against the kerb, no markings equate to more car parks.
4. Clearly paint using green or another colour, a cycleway on the roadside of parked cars, increasing the width by half-a-metre from the original cycleway design.
5. In the shopping centre retain the current shared space and car parks.
6. Look at reducing the speed limit along The Parade.
7. Maintain the speed humps around the shopping centre and maintain the height of the pedestrian crossings.
8. Retain pedestrian crossings on The Parade.

To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2246

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return the roads back to how they originally were before the cycleway began to be introduced

**Submitter details:**

Suburb = South Gate City = Wellington

ResidentRegular visitor

Age group = 30-39

E 2247

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** Option D feels like the best choice because it would be detrimental to local businesses if we lost car park numbers to parallel conversion. I also think it is unfortunate that we will be losing 40 residential carparks and would prefer to keep more if possible. I hope that people will be able to become more aware of cyclists and more car parks could be kept. I would be very disappointed if the community and council decided on Option A. It would be a waste of money and a step backwards. There would be a lost opportunity to improve the design and safety of the Island Bay community.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2248

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd =

4th =

**COMMENTS:**

E 2250

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Assn and Business Assn

E 2251

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentOther

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please refer to: Island Bay Residents' Association proposal.

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 30-39

E 2252

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back the way it was

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 2253

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Below is the Island Bay Residents' Association and Business Representative's proposal for a fifth option - Option E.

1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.
  2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.
  3. Put unmarked car parking back against the kerb, no markings equate to more car parks.
  4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.
  5. In the shopping centre retain the current shared space and car parks.
  6. Look at reducing the speed limit along The Parade.
  7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
  8. Retain pedestrian crossings on The Parade.
- To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 2254

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Don't like bike lanes next to moving cars

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Occasional visitor

Age group = 18-29

E 2255

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** B is my preferred because bicycles are physically separated (by a step) from both the road and the footpath (which discourages pedestrians from using the cycle lane for walking).

A is dangerous to both cyclists and drivers getting out of the car, since cyclists will be in danger to run into car doors opening.

C and D are okay, but have the slight disadvantage that pedestrians might walk in the cycle lane, depending on how clearly separated it "feels". I would prefer C, because it gives more space to pedestrians on the footpath.

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 40-49

E 2256

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Angle parking means car doors don't open onto cyclists or road. Parking should be beside road, not on other side of cycles.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2257

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I wish to vote for Option E, as put forward by the resident's association (except for point 7 - re removing the speed humps). This is because all other proposed options suggest removing further parking to the detriment of residents and local businesses, who have already lost business with the removals to date. A better use of resources would be to add a pedestrian cross to Medway St where it joins the Parade, as that is the area of greatest danger to pedestrians, cyclists and drivers in the area. Additionally, no further large scale capital works should be committed until there is a credible plan for how this Island Bay cycle way will link up to any further cycleways planned to the north to link it to the city. I can confirm that the current situation is far more dangerous than it was previously, and the decision to revert to the previous layout, but with traffic calming measures to reduce speed, would be better than a decision that sought to solve a poor design as regards line of site, but making the situation even worse for residents.

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 60 +

E 2258

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** A separated cycleway is universally accepted as best practice globally. Having a raised cycle path achieves this - the present layout does not provide separation if no cars are parked.

Option A is horrific - putting children on bikes next to heavy vehicles without any physical separation cannot be justified.

The best plan will encourage more cycling by virtue of providing a SAFE layout. Studies worldwide have shown that the presence of a cycleway increases commercial activity since cyclists are more inclined to stop and spend. Making any choice based on the misconception that businesses will suffer if car parks are removed would be to ignore the experience of other cities.

I congratulate the Council on a well planned and executed consultation process.

**Submitter details:**

Suburb = Seatoun City = Wellington

Resident

Age group = 50-59

E 2259

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please revert to the Parade as it used to be before the daft cyclists took over.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2260

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I support the Island Bay Residents Association/Business Representatives option (minus point 7 - it's still important to control speed through the shopping centre). All the options provided by the council include removal of car parks, which will hurt local shoppers and businesses and for which I can see no reasonable justification. I don't mind the current cycleway layout per se and am reluctant to see any more money spent on changing it back, but the original plan was always flawed because the cycleway will never be fully joined up to the city via streets - it will only be possible via green space, i.e. with a recreational rather than commuting purpose.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2261

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I am a resident of Island Bay who lives near Shorland Park. I use a bike to get to the Island Bay shops, i.e. I am a utility cyclist. Before the present kerbside cycleway was built I avoided riding along The Parade because when doing so I had had too many near incidents such as being doored, having motor vehicles proceed out of side streets, and parked cars pulling out into the road lane in front of me. Back then I nearly always rode along Derwent St because although it is in places narrow and has bad pinch points that sometimes led to motor vehicles passing too close, it was a less nerve wracking route due to less motor vehicles using it.

Since the kerbside cycle lane has been built I have only ridden along The Parade, the improvement in safety has been very noticeable. Going back to a roadside cycle lane would be a very backwards step.

I also drive a motor vehicle and am a pedestrian. The current configuration has not caused me difficulties engaging in these activities.

I would like to separate my comments into separate residential and business treatments.

Firstly considering the residential, I have not ranked Option A because of dangers for cyclists. The advantage for motorists occurs through them being able to move into the cycle lane at will when entering/exiting driveways and other maneuvers. This is at the risk of cyclists, and will not enable all cyclists irrespective of ability to ride safely.

I have not ranked Option D because it provides increased space for motorists at the expense of pedestrians on the West footpath.

In the business area I think tweaking of the current layout would be sufficient. Due to the 30kmh speed restriction its design will always be inconsistent with the rest of The Parade.

At present cyclists are encouraged to take the lane, but the current speed humps are positioned in the middle of the lane so cyclists are forced close to parked cars or oncoming traffic to avoid them. If the humps straddled the center line, then had a gap in the middle of each lane before continuing on the left, cyclists would have a safe straight path.

To reinforce that the business area is a shared area the surface colour should be different to normal bitumen, perhaps a muted dark green. Ideally the Dutch concept of "Cars as Guest" (which can occur in 30kmh zones) could be implemented i.e. cyclists have precedence. Admittedly that may require a law change.

Keeping the current business area layout avoids angst about the loss of parking and the negative effects of loss of pedestrian area.

Council needs to put resources into other cycle projects. Once Island Bay cycleway has been connected to Berhampore and beyond and community acceptance has been achieved then other changes to the business area may be desirable.

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = Under 18

E 2263

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2264

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E Island Bay Residence Association/Business Association

**Submitter details:**

Suburb = Other City = Palmerston North

Occasional visitor

Age group = 18-29

E 2265

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 18-29

E 2266

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** because I think my perferred method is the best

**Submitter details:**

Suburb = Roseneath City = Wellington

Regular visitor

Age group = 40-49

E 2267

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Cycle lane needs to be separated from cars. Needs to be clear (not chopping and changing like current layout)

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 2268

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I believe that the way, it is now, is perfect. It guarantees the safety of pedestriens, cyclists and drivers as it trunks the flow of traffic and grants everyone safety.

We should generally promote such cycle ways as cycling is great for our environment and helps us to protect this beautiful country.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 2269

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Option B is best with D parking

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2270

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I strongly support a cycle way separated from moving cars (in this case, by the parked car buffer). I also support a kerb between the parked cars and cyclists to reduce encroachment from either direction.

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 40-49

E 2271

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** The building of a new cycleway must adhere to best practise, with my preferred options aligning most closely to this approach. We need to have cycleways that provide quick and safe access to the city, and provide confidence for less experienced cyclists. The cycleways need to ensure avoidance of conflict between vehicles and pushbikes. My preferred options then need to extend all the way through to the city, and become a baseline (of build approach) for future cycle routes being developed in Wellington.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2272

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Over the last 40 years, I have seen many cycleways in Switzerland. Even the ones built in the 70/80s would have been separated from the road for safety reasons. In many designs, pedestrians and cyclist shared a dedicated "pavement" road with clear right of way rules. The "weaker" road users would always have right of way! Pedestrians before prams & bush bikes (scooters), then cyclists and mobility scooters, after that cars or other vehicles who need to cross the "pavement/ cycleway".

Option A is not at all a feasible option, as it not only endangers cyclists hitting car doors (and drivers for that matter) due to all the drivers who get out of their vehicles without paying attention to any kind of traffic which doesn't come with at least 4 wheels attached and are powered by a motor.

Option B is just what we have now and will not improve safety for not so experienced cyclists like young children or elderly and occasional bike riders. The channel between the kerb and parked cars can be quite daunting to navigate and lead to accidents with dramatic injuries or cause damage to parked cars if cyclists lose control. Not a good option if we want to encourage more people to ride bikes.

Option C is a proper cycle way! It has all the design features to separate the different road users for their own safety, taking into account different speeds, need for protection for different means of transport and includes safety distances, so all road users can join in the traffic flow. It will need some traffic behavior education for all drivers, cyclists, and pedestrians so they understand how to behave on the new layout and how to take care of the "weaker" road users.

Option D same applies as for Option C and would be a compromise to appease residents and car park users. However, because it would narrow the pedestrian space would likely again endanger the "weaker" traffic participants. I don't think this is acceptable in the future where we will have more people walking and riding because there is just not enough space for more cars on the Wellington roads.

**Submitter details:**

Suburb = Broadmeadows City = Wellington

Regular visitorOther

Age group = 18-29

E 2273

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** E

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2274

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E Island Bay residents association/buisness association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2275

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** I don't like the new layout at all. It was fine as it was.

**Submitter details:**

Suburb = Other City = Lower Hutt

Occasional visitor

Age group = 60 +

E 2276

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:** You can't have B. Passenger car doors open quickly on the LHS because of the downhill slope and wipe out cyclists.

**Submitter details:**

Suburb = Te Aro City = Wellington

Regular visitor

Age group = 40-49

E 2277

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2278

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as ratified by the Island Bay Residents Association

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Resident

Age group = 30-39

E 2279

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** 1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.  
2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.

3. Put unmarked car parking back against the kerb, no markings equate to more car parks.

4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.

5. In the shopping centre retain the current shared space and car parks.

6. Look at reducing the speed limit along The Parade.

7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.

8. Retain pedestrian crossings on The Parade.

To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 60 +

E 2280

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back to its original way. Too dangerous for residents backing out of their driveways to see oncoming traffic with cars parked out in the middle of the road.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2281

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - The Residents Association and Business Representatives proposal

**Submitter details:**

Suburb = Rongotai City = Wellington

Other

Age group = 60 +

E 2283

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** PAINT IT Back Put it back as it was including all the car parks and removing the humps in the middle of the shopping centre

**Submitter details:**

Suburb = Wellington Central City = Wellington

Regular visitor

Age group = 60 +

E 2286

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I was brought up in Island Bay and when married and purchased a property on the Parade where we lived for 20 years.

The Parade is a local historical main road and was ruined by an out of control mayor who thankfully has been removed from office. However those who voted to support the actions remain and this will not be over looked at the next elections.

The solution appears to be very simple.

The footpath is wide in most places and could accommodate a small cycle lane alongside.

Where necessary a small section of the roadway could be taken. And don't suggest opening doors is a massive problem. Build in a simple defence that solves this. Its not a major deal at all.

How a major accident has not happened is simply amazing as its currently beyond crazy and dangerous. The designers or Traffic Managers who created the proposal are incompetent and should loose their rights for further design.

All everyone wants is to put the Island Bay Parade back into its old and totally useful state with car parks so the retailers may enjoy the same parking as they have for 50 years.

And what ever STOP WASTING RATE PAYERS FUNDS. The costs to date are completely out side any logical position and this will most certainly be remembered in the next Local Body Elections.

The public will without any doubt get rid of those who voted for the stupid alterations and also anyone who does not fight to put the complete mess back to how it was.

The enormous Public ground swell is amazing and it wont just go away as Council employees appear to think it will.

Act sensibly now and resolve the position.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2287

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer the option E as put forward by the Residents Association at the meting in Island Bay. It is the only realistic and safe option I feel we have. Cyclists here are not in huge numbers , and the reduced visibility and cramped roads are a hazard.

To further reduce our car parking is unacceptable. I love living in Island Bay. It's centre shopping centre is the hub of the community and even now the parking is difficult. I recently have needed to visit the local Physiotherapist with a very painful knee. The already reduced parking now means I walk much further than comfortable and I feel for other infirm locals managing likewise. The car parking at our New World will no doubt be abused, making life even more tricky. Please take this option seriously. The people of Island Bay pay their rates and deserve the roading and increased parking they need.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2288

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back how it was with enhancements!! Try being a pedestrian on The Parade, it is damn dangerous, even at the crossings. It is like trying to cross a 6 lane highway. With cars parked in the middle of the road you have to be half way across the road to see if anything is coming, then drivers get annoyed because we aren't giving them enough time to stop.

Cars turning into side streets can't see kids cycling because they are lower than the cars parked there>

Change it back!!!

I live in Linwood Way/Brighton Street, it used to be a nice quiet street, but it is no longer as everyone is using it to avoid The Parade.

I pick Option E

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2291

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I think Option C will be the safest for cyclists.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2292

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return the cycleway to its original layout as outlined by the Island Bay Residents Association

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 50-59

E 2294

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** IBRA business/recommendation

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2295

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to the original layout please. The new layout is dangerous for cars and drivers.

**Submitter details:**

Suburb = Churton Park City = Wellington

Regular visitor

Age group = 40-49

E 2296

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:**

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back to how it was

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** No thank you

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2300

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** put The Parade back to how it was

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2302

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The Residents Assn and Bussiness Reps proposal

**Submitter details:**

Suburb = Other City = Sydney  
Regular visitor  
Age group = 50-59

E 2303

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.  
2nd =  
3rd =  
4th =

**COMMENTS:** Put back how the road was before the cycle way

**Submitter details:**

Suburb = Newtown City = Wellington  
Regular visitor  
Age group = 50-59

E 2304

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level  
2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements  
3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking  
4th = I don't have a fourth most preferred option

**COMMENTS:** We commend the Council on the community engagement and the design process. We feel the design report clearly reflects both community input and other considerations such as NZTA guidance and engineering best practice.

We consider that options B, C, and D would all be an improvement on the current layout.

I encourage the Council to do all it can to improve safe active transport in the city. The New Zealand Health Survey shows that the proportion of inactive 15-17 year olds has more than doubled since 2006. Physical inactivity has huge human and economic costs. The economic cost to the Wellington Region is \$140 million dollars a year, according to a 2013 report commissioned by the Wellington Regional Strategic Committee.

Making biking a safer and more attractive option is one of the best ways to get a healthier more active population. A recent study in the British Medical Journal found (after adjusting for baseline health, smoking, income etc) cycle commuting was associated with a markedly lower risk of heart disease, cancer, and premature death.

Given this context, cycling infrastructure must not only serve current cyclists, but encourage more people to cycle, particularly children and young adults. Safety concerns are the biggest barrier to cycling, particularly for women and children, therefore separated cycle lanes are a must. Putting vulnerable road users next to 50km/hour traffic is not a safe option.

Here are my ranked options: C, B, D. I don't support A.

Option C raises cyclists slightly above road level, good for seeing and being seen. And you won't feel trapped in a channel – there'll be more room to pass, or to avoid any obstacles. It needs a tweak to keep walkers and cyclists separate though. A slight height difference with 'friendly' mountable angled kerbs, or a smooth drainage channel, would do this well.

Option B is most similar to today's cycleway. As with all the options, Option B improves intersection safety and continues the cycleway through the shopping area. Riding between kerbs could feel like you are trapped in a narrow channel though, and will make it difficult for people to pass each other. If someone steps into the cycleway right in front of a cyclist without looking, there'll be nowhere for the cyclist to go.

Option D trades off footpath space to make room for a median (in the residential area) and more parking in the shopping area. Footpaths will be narrow. Counterintuitively, retaining angle parking could hurt some businesses – for example, there'll be no space for outside tables outside Bluebell café. And reversing out of the angle parks into the 3m-wide traffic lane won't be much fun.

Option A would be worse for cycling than today. It takes away the protection from moving vehicles – with narrow traffic lanes, trucks and buses would be right at your shoulder and unable to give you extra space. It doesn't pass the '8-80' test of being suitable for all ages and abilities. The engineering report says the whole Parade would need a lower speed limit for this option to meet NZTA guidelines, and that would likely cause motorists to 'rat-run' through quiet back streets.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2305

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I do not support any of the four options proposed. They are ridiculously expensive and do not meet the need to restore The Parade to its former position as a main road.

We must restore the road as a safe and easily accessible route for all users - motorists, residents, pedestrians and, yes, cyclists. I am very much in favour of Option E proposed by the Island Bay Residents Association and the business group which reverses all most all the changes which have caused so much anxiety and discord in our suburb.

**Submitter details:**

Suburb = Oriental Bay City = Wellington

Regular visitor

Age group = 30-39

E 2306

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Resident

Age group = 40-49

E 2307

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back the way it was before the cycle lane was there, Island Bay beautiful no more-a dangerous mess.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2309

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option A doesn't meet any of the best practice/NZTA recommendations for urban design safety, and only appears to be in the mix to placate a minority of residents who felt affronted at change. As a road-side cycle lane, it is not a forward-thinking option and should not be part of our future. Options B-D are all acceptable, as protected cycle lanes. All increase safety and have positive public health effects (including, ironically, community cohesion through enabling social interaction). I'd be happy with C or D. However, I worry that B would look unpleasant due to multiple interruptions to the concrete islands to accommodate driveways.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 18-29

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

ResidentRegular visitor

Age group = 40-49

E 2312

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/Business Association proposal.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2313

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** PAINT IT BACK!!! Take our lovely Parade back to what it was originally, please!!!

The current layout and options provided above are not acceptable, taking away car parks, putting in speed cushions and sticking yellow sticks in the road at intersections is ridiculous and driving, parking and walking on The Parade is terrifying. Used to love my walks up and down The Parade but now I don't feel safe.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2317

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th =

**COMMENTS:**

E 2318

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back to how it was before!!!

**Submitter details:**

Suburb = Khandallah City = Wellington

Regular visitor

Age group = 50-59

E 2320

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option c raises cyclists slightly making it easier for us to see other road users and of course be seen by other road users. There is more room to pass others or avoid any obstacles.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2321

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** option A places the parked cars next to the curb; the moving things are on the roadway. the current meandering pathway is confusing to pedestrians, drivers, and bikers. there is no consistent rule for where to look for danger.

the current bike path location meanders between the sidewalk and the road. slow moving pedestrians are not sufficiently protected.

i am not the only one to have had trouble getting off the bus with bikes whizzing by.

it is important that any changes to the road are consistent from dee st to the beach.

if option C or D is chosen then the bikes should not meander. the bikes need to move in a straight line so the pedestrians can plan the best spot to cross the bike path safely.

i do not like option B. i use a walking frame and an extra tripping hazard is created.

i prefer angle parking if there is room on one side of the road. the sidewalks can be narrower.

i like the angle parking near the medical centre and the library. it is easier to park and leave; it is safer for disabled people to get out of their cars. the current pattern is scary.

i do not understand why the cycle way follows the parade at all. there are parallel streets with less traffic.

**Submitter details:**

Suburb = Oriental Bay City = Wellington

Regular visitor

Age group = 18-29

E 2322

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** Being on road level would be practical if you need to go back on the road and it also keep pedestrians safe.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 40-49

E 2324

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** The council needs to do its best for all of us - that means keeping the most vulnerable safe. Pedestrians and cyclists need to be kept away from cars and the kerbside design is important. Really, the elephant in the room that is actually causing the problem is that we (as a city) need to talk about getting out of our cars and not using them.

**Submitter details:**

Suburb = Other City = Auckland

Occasional visitor

Age group = 50-59

E 2325

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd =

3rd =

4th =

**COMMENTS:** Option C is the best for everyone, 8-80 years old - for safer cycling, for better walking, for buses and safer driving.

**Submitter details:**

Suburb = Johnsonville City = Wellington

Regular visitor

Age group = 40-49

E 2326

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** RETURN ISLAND BAY PARADE BACK TO THE ORIGINAL DESIGN.. SO NO CYCLEWAY/LANES .AND FULL PARKING SPACES RESTORED FOR ALL RESIDENTS AND SHOPS .

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2327

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C is the most straight forward, with cyclists not at risk of collision with one another or the kerb by being able to drift into pedestrian area in such an emergency (with care hopefully). Option A has been proven to be disastrous, as was obvious as soon as they started building it.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2328

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I'm a cyclist, and use the current cycleway. Every cyclist feels protected on the cycleway as it is, and would rather the council target this extra spend towards completing the wider cycleway vision. We don't actually have a cycleway as such at the moment, as it goes nowhere (unless you're wanting to play soccer at Wakefield park). Regardless of what the council does in Island Bay (which is effectively stage 1 of the 'cycleway') no more cyclists will use it - not because it's unsafe, but because it simply has no useful destination. Give us a safe protected passage into the city, and thousands will use it. Community conversations like this will cease to exist

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2329

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The proposal supported by the residents association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2330

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I think the money would be better spent elsewhere in wellington on issues that are more needy. I am a cyclist and the current way is fine - an improvement would be to have a kerb between the cycle path and the parked cars to give more safety - this has been common in parts of europe for a long time and works well. Please spend the money where it is needed rather than on this extravagant 'first world' problem. Another alternative could be to do a simple detour from the beginning of the shops, past island bay school and back to join at the cinema. London cycle lanes use the smaller roads all the time for improved safety and this would save a lot of work and money. Don't spend it all please - unnecessary!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2331

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The option E that was put by IBRA AT the meeting on 31 July. The option you told us would be available here.

**Submitter details:**

Suburb = Island Bay City = Wellington

Occasional visitor

Age group =

E 2332

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Established in 1926 we have 200+ members and 2,000 receive our weekly newsletter (as many of our events are open to non-members). We cover Road, MTB and Track (Hataitai velodrome) disciplines. Our members are generally "confident" cyclists.

At the 2016 AGM I volunteered to be the Advocacy rep and make submissions. I took this role as I also attend Cycle Aware Wellington (CAW) monthly meetings so I understand the Advocacy space (i.e. encouraging non-confident cyclists).

We have a large number of juniors. We have received comments from juniors, and their parents, that they want safe cycling facilities.

I have not received a clear mandate from our members of their views so I won't be choosing one of the four options or ranking them.

But I ask the question if we revert to option A (or "E") - then how is Wellington placed for all other cycle ways? Is this the end of all segregated cycle paths between footpath and parked cars, which are regarded as international best practise?

Option A – generally ok for us confident cyclists but does little to motivate non-cyclists or low confident cyclists to use.

B – good improvement on current. Likely to promote confident cyclists to use (instead of using the road). Nice separation from parked cars to pedestrians crossing the street or from footpath, helping to encourage to look.

C and D – Issue is nothing / little to encourage pedestrians to look before crossing from either side.

Whatever is decided to be clear that all taxpayers and Wellington rate payers have already paid for this and any future changes.

Agree with CAW that cycling should be safe but more importantly "perceived safe" for 8-80 year olds. Perceived safety is the exact reason why uptake of cycling is not greater.

I will be encouraging our riders to use any segregated cycle way at all times. This would mean slowing down when travelling south (as its slightly down hill).

Our bunch riders usually go around the coast and not via suburbs.

I understand a portion of the costs quoted included storm water drains and mall / shaving of the middle of the road, I'm not sure this has been highlighted to the level needed.

I used to attend the Newtown Residents Association meetings. These groups are "a" voice, not "the" voice for the area. Mentioning as a reminder to the Island Bay group.

When a decision is reached, I'm sure WCC will start preparing communications. There will be compromises and whatever the decision the negative feeling will remain for some time and replicated in other suburbs and CBD when any cycling projects are mentioned. WCC needs an overall communications strategy to deal with this.

**Submitter details:**

Suburb = Hataitai City = Wellington

Occasional visitor

Age group = 50-59

E 2333

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Option C is my preference, edging out B & D, as I like the height of the cycleway (mid-height is good, for visibility, so long as the kerbing is properly angled). It would be good to see clear demaracation during the designed and implementation process to ensure the best cycling/pedestrian interface. The buffer spacing between cycles and parked cars is a big improvement.

Option A has been placed last, because roadside lanes don't give cyclists enough protection from traffic, Cyclists need to feel safe and secure.

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 60 +

E 2334

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Brooklyn City = Wellington

Occasional visitor

Age group = 40-49

E 2336

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Reduced parking in the present scenario, I also feel the present situation is more dangerous to both driver and cyclist, also difficult to park your motor vehicle.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2337

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - return it to the way it was before any changes

E 2338

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 60 +

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

E 2339

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** The preferred option, B, was chosen because it seems to be the only option that completely segregates cyclists from both motorised traffic and pedestrians. C and D are good, but D is the most expensive and C incorporates sharing of the pavement space with pedestrians, which could be contentious. I didn't choose Option A because although it provides some improvements, it does not segregate vulnerable cyclists from motor traffic, I would expect to see a significant reversal in the increase in children cycling along The Parade if it were to be selected and implemented.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Option A provides no safety for cyclists. D and B are compromises. Option C will be safe for everyone out of cars and ok for cars

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2343

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to revert to the original road prior to the cycleway.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2344

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Resident

Age group = 40-49

E 2345

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Preserves thd angled parking around the shopping area which is vital to those facilities. Cycles separated from the road by a level change is safer for everyone.

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 50-59

E 2346

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The Residents Association and Business Representatives Proposal "Option E" is much more preferred. This has generous outside cycle lanes that normalise cycle use in traffic and decrease intersection confusion and blind spots (e.g. at Mersey St intersection). This proposal retains parking spaces so that local businesses can continue to get car-based patronage and residents can have additional parks is required.

**Submitter details:**

Suburb = Kelburn City = Wellington

Regular visitor

Age group = 18-29

E 2347

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2348

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** as close to original as feasible

**Submitter details:**

Suburb = Other City = Wellington

Resident

Age group = 30-39

E 2349

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** I like the road level part of option b as many bikers on level with footpath often feel the need to spread out and cause havoc with pedestrians. And having them this side of the parked cars will keep them out of the centre of the road or riding two by two.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2350

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association / Business Association Proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group =

E 2351

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return it back to how it was originally

**Submitter details:**

Suburb = Wilton City = Wellington

Occasional visitor

Age group = 50-59

E 2352

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentLocal business owner

Age group = 40-49

E 2356

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** This cycleway got me cycling again when I had never cycled in Wellington before in all the years of living here. I feel very safe riding between the cars and the footpath; protected from moving trucks, buses and cars.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 40-49

E 2357

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Separated cycleway is good practice. Let's show the rest of Wellington what can be done. It's great that it goes through the shopping strip. Not just for commuters, it's for all ages, all abilities.

**Submitter details:**

Suburb = Other City = Ascot

Regular visitor

Age group = 30-39

E 2359

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = Yes - Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

**COMMENTS:** Design

**Submitter details:**

Suburb = Roseneath City = Wellington

Regular visitor

Age group = 50-59

E 2360

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Safety, convenience and usability.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 18-29

E 2361

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Feilding

Regular visitor

Age group = 40-49

E 2362

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Kilbirnie City = Wellington

Regular visitor

Age group = 50-59

# E 2363

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Seems safest for kids

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

# E 2364

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd =

4th =

**COMMENTS:** - I have noticed many young people and less confident cyclists using the current cycle way since it was constructed so keeping the cycle way kerbside is essential if the goal is to get such people cycling.

- I have also noticed that they dismount or use the footpath where the cycle way is not protected (i.e. through the shopping area) and so providing a more continuous protected cycle way is also essential.

- Unfortunately, motorists have continued to park in the safe zone between the car parking and the cycle way and so the hard separation as proposed in the designs is clearly needed.

- Pedestrians often walk on the raised areas of the cycle way (i.e. round bus stops) even when they see cyclists coming and so option C with the cycle way raised between the road and footpath level would be the best option.

- I attended the Love the Bay Workshops and our table was excited by the idea of a more people friendly area around the shopping centre and so I support the idea of more seating and congregating areas. However, if the shops owners would prefer to have more parking instead then the parking design in option D could be used but the cycle way through must be maintained.

- The residents' association concept of option E is completely contrary to the discussions had at the Love the Bay workshops. I cannot believe they are prioritising 'car convenience' over people's safety, which was the main outcome from the Love the Bay process.

- I am a member of the residents' association but definitely do not support their alternative proposal. The committee maintained that they would go with the outcome of the Love the Bay process but it is now clear that they only wanted one outcome all the way along.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 50-59

E 2365

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd =

4th =

**COMMENTS:** I have seen variations of these two styles of cycle way work well in other parts of the world. As far as cyclists are concerned, the options C and D are much the same, but local business owners or residents might have strong views on the type of parking available.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2366

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** After the meeting held on the 31st July 2017 at the Baptist Hall in Island Bay, another option was put forward by the President of the Island Bay Residents Association (Vicki Greco) which was "to return The Parade to it's original state", which was going to be "Option E". This is the one that I prefer.

**Submitter details:**

Suburb = Aro Valley City = Wellington

Occasional visitor

Age group = 50-59

E 2367

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Cycling is so much safer and more enjoyable when cycles are not sharing road space with cars (including buses and trucks etc), and the cyclists are protected from cars. Grade separation is required to remind motorists it is not their space. This allows participation by whole new categories of cyclists - children, social, elderly, shoppers, etc. Cycling becomes enjoyable! Fast cyclists can still use the carriageway.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 40-49

E 2369

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Back to how it was, safe, wide roads, less confusing, aesthetically pleasing, fine for all, not just the few cyclists.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2370

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I support: Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2372

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Option C allows wide footpaths in the business area while offering good separation of cycling and motorists.

However, it does mean a reduction of parking in the business area. Perhaps thought could be given to some more off-street parking in this area, especially at the Medical Centre.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Resident

Age group = 40-49

E 2374

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Regular visitor

Age group = 18-29

E 2375

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I am vision impaired and usually get around Wellington by walking with a cane, busing or on a tandem bike. When I am walking, wing-mirrors and open doors of parallel parked cars are a hazard for me so angle-parked cars are safer. Being a blind cyclist cycling with another person on a tandem, we are already more vulnerable as tandems are harder to balance. It is harder to change direction suddenly if a car door is opened in front of us. Having a separated cycleway away from parked cars is the safest option for me and other people who use adaptive bikes.

**Submitter details:**

Suburb = Kelburn City = Wellington

Regular visitor

Age group = 50-59

E 2376

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = South Gate City = Wellington

ResidentRegular visitor

Age group = 60 +

E 2377

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I wish to propose alternative "Option E - Island Bay Residents Association/Business Association".

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 40-49

E 2378

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association and Business Association

**Submitter details:**

Suburb = Berhampore City = Berhampore

Occasional visitor

Age group = 18-29

E 2379

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

ResidentRegular visitor

Age group = 50-59

E 2380

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put everything back to how it was but keeping the pedestrian crossings. Paint the cycleway green and reduce speed limit along the parade. Simple!  
This should have been done in the first place and saved valuable ratepayers money!!!!!!!!!!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2381

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 50-59

E 2384

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer the option to go back to the original Island Bay road plan and retain the car parking spaces which were previously in place. This is by far the cheapest and best option.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 50-59

E 2385

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I'm a slow cyclist and have found the current cycleway has made it safer and more pleasant for me to bike from Berhampore to Island Bay at many different times of the day. The three options I have picked will all improve this experience. I value the cycleway and hope that the City Council will invest in the best option.

E 2386

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/Business Association

E 2387

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option e Island Bay Residents Association and Business Representatives

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2390

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents' Association and business recommendation. Return it back to how it was.

**Submitter details:**

Suburb = Kilbirnie City = Wellington

Other

Age group = 30-39

E 2391

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Take it back to what it was when the road was big enough for all to enjoy. You know, when motorists, cyclists and pedestrians shared this wonderfully wide open road together until some people decided segregation was better. See, segregation never solves anything! We need to learn to live together, share the resource!

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 18-29

E 2393

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Aro Valley City = Wellington

Regular visitor

Age group = 30-39

E 2394

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Aro Valley City = Wellington

Regular visitor

Age group = 30-39

E 2395

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Townsville

Occasional visitor

Age group = 50-59

E 2396

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Lower Hutt

Occasional visitor

Age group = 30-39

E 2397

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 40-49

E 2398

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** current cycle lane is extremely stupid

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2399

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

E 2400

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option F - leave the cycleway as it is and stop pandering to a vocal minority of Island Bay residents who are anti cycleway. Additional cost = \$0

**Submitter details:**

Suburb = Newtown City = Wellington  
Regular visitorLocal business owner  
Age group = 40-49

E 2401

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level  
2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements  
3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking  
4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Kilbirnie City = Wellington  
Regular visitor  
Age group = 50-59

E 2402

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.  
2nd =  
3rd =  
4th =

**COMMENTS:** Option E - as raised by Island Bay Residents' Association president Vicki Greco.

As a regular visitor to friends and relatives in Island Bay I despair at what has been done to the Parade, and what is being proposed. As a ratepayer I am appalled at the proposed costs despite the justifications attempted. The bottom line is that the options presented simply represent an admission of failure given their costs of up to more than 3 times the original cost.

Has no-one questioned the wisdom of proceeding down this path when the outcomes to date have been nothing short of disastrous?

As a ratepayer I fear for the potential nightmare of ongoing bureaucratic and design mess given the total mess made on what was once one of the most pleasant streets in Wellington. To state that the previous design no longer meets engineering and safety guidelines is a crock - put it back to how it was and stop wasting ratepayers money.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

# E 2403

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** I strongly prefer options that have the widest road width for cars A grade separate sidewalk footpath provides the best balance of safety and width. Option A because the cycleway next to the carriageway give the perception of more space for cars so is also a good option but slightly less safe for bicycles.

It is also very important to have as many car parks in the shopping centre as possible. These are important for local business and the council should not rely on the private car parks provided by New World to service the other shops. If the Council chooses an option that will reduce the number of car parks at the shops it should buy a property or two adjacent to the shops and create a free council car park.

I support the concept of the Option 'E' the residents association is proposing and would be happy if Council chose an option similar to that as well.

I absolutely do not support options that are similar to the current 'new' design. Option B for example takes the worst of the current design and makes it 'harder' and will augment the problems with the current design. I am a cyclist and so are my children and we hate using the current cycleway.

I am a resident of Island Bay and significant changes to the current cycleway design are very important to me.

**Submitter details:**

Suburb = Te Aro City = Wellington

Occasional visitor

Age group = 18-29

# E 2405

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 30-39

E 2406

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Safety through dedicated space is the most important consideration for commuter cycling; separation from cars is paramount.

**Submitter details:**

Suburb = Mount Cook City = Wellington

Other

Age group = 30-39

E 2407

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I like the safety aspect of having the cycleway completely separate from the road - it's better for cars driving, and safer for cyclists!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** Put it back to the way it was before the current configuration. Option E as proposed by the the IBRA

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2410

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

ResidentRegular visitor

Age group = 30-39

E 2411

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:**

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking  
 2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements  
 3rd = I don't have a third most preferred option and therefore don't wish to rank the other options  
 4th =

**COMMENTS:** Option D has been ranked first due to it retaining the angle parking in the business district. I do not believe that removing further parking from this area is a good idea for the community. The business district is the heart of Island Bay and is a key to keeping the amazing community alive. Removing parking could put the businesses in jeopardy and lead to a ghost town of a business district that does not benefit the community.

Option C is my preferred design layout for the residential areas as I believe that the 1m safety strip in between lanes (in option D) at the expense of footpath is not in the best interest of all users. Footpaths in Island Bay often have prams, wheelchairs and other objects on them that benefit from the extra width.

I believe that it is important to have clear physical demarcation between all zones such as shown in Option B (the differing heights/kerbs between areas) in the "Have your Say" printout. The demarcation is important as it will keep each user type in their designated zone. This will protect people entering and exiting parked cars (from cyclists), Cyclists from doors opening on parked cars, pedestrians from cyclists (especially in the business area). It will also ensure that cars do not try and "keep left" when parking like currently. Users overriding the designated zones takes space off other users, and increases the risk of collision between the user groups. When designing the form of physical demarcation it needs to be considered whether it will raise additional risks, such as risk of pedestrians tripping over the kerb/not seeing a height difference.

There appears to be a significant amount of resistance to the proposals from groups that have a fear of change. We are pleased to see the consultation process is seeking constructive suggestions rather than running a popularity vote.

I would also like to query the approach to remove 40 additional parks to bring the visibility/safety of vehicles exiting driveways up to current standards. This project is a retrofit of a cycleway to an existing streetscape. There are aspect of the original design that may not meet what would be expected in a new subdivision that was being constructed today. As such, a lot of decisions will be a trade-off between cyclist safety, driver safety and community impacts. We should try to minimise the number of parking spaces lost along the parade, and may have to accept that visibility coming out of some driveway ans streets will not be as good as would be expected in design for new subdivisions.

**Submitter details:**

Suburb = South Gate City = Wellington  
 Regular visitor  
 Age group = 40-49

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level  
 2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements  
 3rd = I don't have a third most preferred option and therefore don't wish to rank the other options  
 4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2414

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Aro Valley City = Wellington

Occasional visitor

Age group =

E 2415

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** It's Crucial that Wellington respond appropriately to climate change; and better cycling infrastructure will be an important and growing part of that response. I'm persuaded by Cycle Aware Wellington's analysis (<https://cycwell.wordpress.com/2017/08/02/love-the-bay-which-ibcw-option-is-best-for-biking/>) that Option C is the most likely to encourage cycling and walking. From the work of the NZ Centre for Sustainable Cities at Otago University at Wellington I'm also convinced that active transport modes (walking, cycling, skating etc) have real public health and community resiliency benefits compared with driving.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2416

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I support the Island Bay Residents Association/Business Association recommendation. I do not support any design that will remove even more car parks from Island Bay. We have already lost the dairy at our end of the suburb as the removal of parking led to it no longer being economically viable. Unfortunately if there are no parks the business will go elsewhere. My family needs to use our car and at present the current curbside cycleway has made the road claustrophobic to use. The road needs to serve the majority of users (cars and buses) better than it currently does. Painting in a roadside cycleway is perfectly workable for all uses.

**Submitter details:**

Suburb = Aro Valley City = Wellington

Regular visitor

Age group = 30-39

E 2417

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I like option C because it raises cyclists slightly and provides more room for passing.

**Submitter details:**

Suburb = Ngaio City = Wellington

Regular visitor

Age group = 30-39

E 2418

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Safety of cyclists, walkers and motor traffic. More aligned with what successfully works around the world and is proven safe and efficient

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2419

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I feel that the options i have chosen strike a balance of safety for all(pedestrians, bikes and, motor vehicles).

**Submitter details:**

Suburb = Ngaio City = Wellington

Occasional visitor

Age group = 40-49

E 2420

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Strathmore Park City = Wellington

Occasional visitor

Age group = 30-39

E 2421

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Cycleway should be same level as pedestrian way and NOT between parked cars and roadway hence preference for C and D. Option A is dangerous.

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Te Aro City = Wellington

Occasional visitor

Age group = 30-39

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** None of these solutions is an appropriate design for The Parade. Either have a single bi-directional, segregated lane, or paint it back to how it was before Celia started bugging around with it. I am a regular cyclist and this project is a mad use of my rates. Start sorting out the dangerous CBD roads first.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 40-49

E 2424

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I think option C is best as it clearly defines the cycle and pedestrian space as being different to cars. This is safer and will encourage even more people to cycle and walk. I think this is important for a future where public transport becomes better through technology and humans don't need to be so reliant on cars.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 2425

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2426

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** If not option A then paint it back the kerbside cycle way is simply awful and our family owns 9 bikes and our young kids cycle the parade, we don't like it it's too dangerous for all the community. I cycle down the road still I refuse to cycle fast in that cycleway it's too unsafe. I've lost count of the near miss accidents and seen too many actual accidents since it was introduced. This greatly frustrates drivers but I'm not going to be forced into getting a passenger door knock me off my bike. The bits that go behind the bus tops is ludicrous, it's awful for those getting off the bus when cyclists are coming through, it's worse for the cyclists and it's dangerous for the lack of vision cars have ie at Mersey street heading north. As for parking a car it's awful you feel like you are going to get run over getting out your car on the road and then t boned by a cyclist, the kids don't understand flinging open their doors. This design is a total and utter dangerous experiment that has NOT worked...I stress I'm a mad keen cyclist.

Another option is extend footpath on deck ne side and create a properly safe kiddies footpath cycleway.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 40-49

E 2427

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I strongly prefer restoring the parade to her former glory. I prefer the proposed Option E solution by the residents association. I cannot support the suggested options as they will remove further carparks from the Island bay village shops and significantly affect the business and life in the village. We have already lost carparks from the initial design already in place and it makes no sense to remove more, especially the diagonal parkings via Option A. We actually need more carparks in the suburb especially around the village shops, it wasn't long ago that the new world upgraded and extended its car park. We are now also getting more residents in island bay with more cars , and a significant development in Erskine is also about to start. Cyclists are already being catered for through the village as the speed limit has been reduced to 30km/h. I cannot see why we need a dedicated cycle way when the majority of road users in the form of Cars, Taxis, Buses, Delivery trucks use the parade road 24/7 rain , hail or shine. The former parade layout was a "jewel in the crown" for the island bay suburb. This road also had plenty of room for cars to be parked kerbside, cyclists to cycle next to them on the road and cars had plenty of room to over take if needed. The current cycle layout is flawed, I hardly see any people using the new cycleway, I have cyclist friends who comment that they don't like it due to worrying about car doors opening on them. I have also seen motorised scooters and motorbikes using the cycleway. The loop around the bus stops is a waste of space as the majority of cyclists i have seen hardly use it and prefer to ride straight though where the bus stops is marked and joins up with the cycle lane. On thursday morning ( raining) i was at the main island bay village bus stop between, 8.10 am and 8.30am. I did not see a single cyclist in either direction. However the road was full with cars ,a few buses and delivery trucks. Why do we need a cycleway for a handful of cyclists who use it, when the majority of road users are actually cars, buses and trucks on the parade. It just does not make common sense. I urge the council to listen to your island bay residents, businesses and come back with a revised option to help return the parade to her former glory.

**Submitter details:**

Suburb = Mornington City = Wellington

Regular visitor

Age group = 30-39

E 2428

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The cycleway should be two-way on one side of the road only to reduce buffer zones. Have angle-parking on the other side.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 30-39

E 2429

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** having cyclists very obviously separated from traffic is my preferred option so long as it is also clearly separated also from foot traffic and so long as it is graded so that it isn't constantly bumping up and down levels when crossing side streets

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 30-39

E 2430

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return The Parade to how it was before

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2431

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option c,b,and d are all good option as they maintain physical separation from cars which is absolutely essential. I would not let my kids use the option a cycle lane.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 60 +

E 2432

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/ business recommendation

**Submitter details:**

Suburb = Other City = Invercargill

Other

Age group = 50-59

E 2435

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E Island Bay Residents Assoc. And Business reps proposal"

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 18-29

E 2437

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** They don't solve the current issues of the flow of traffic with pedestrians and cyclists

**Submitter details:**

Suburb = Breaker Bay City = Wellington

Regular visitor

Age group = 30-39

E 2438

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Wellington needs to offer more safer, biker friendly routes, separate from the main flow of traffic, to encourage more people to peddle more often, without fear of the dangers other motorized transport presents.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentLocal business owner

Age group = 60 +

E 2439

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Proposed by Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Roseneath City = Wellington

Occasional visitor

Age group = 30-39

E 2440

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2441

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back the way it was. Leave cyclists to travel on the road (as they do everywhere else) and let kids use the sidewalks.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2442

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** My preference is for protected cycleways, retaining footpath width where possible (I chose C, B, D but all are an improvement on the current situation). I am agnostic on the removal of angle parks in the shops and defer to experts on the safety implications of their removal or otherwise (I appreciate some people dislike parallel parking, though question if they should be in charge of a vehicle if they can't manage it!). There is ample parking in Island Bay and I applaud the removal of parking provision for a more progressive use of space, favoring people trying to be more active in their lifestyles. It's great to see the council getting serious about sustainable transport options.

**Submitter details:**

Suburb = Other City = Auckland

Other

Age group = 40-49

E 2443

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 2444

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** Don't lose any parking

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2445

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Res Asscn and Business Reps

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2446

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association / Business Association design

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 2447

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I chose A and B because I like the look of them and not C and D.

**Submitter details:**

Suburb = Mount Cook City = Wellington

Occasional visitor

Age group = 18-29

E 2449

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** I just want biking to be safer and more accessible to encourage people to use their bikes

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 30-39

E 2451

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - returning the parade back to original design

**Submitter details:**

Suburb = Houghton Bay City = Wellington

Regular visitor

Age group = 40-49

E 2452

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Having seen what eventuated from this drawn out process, I really don't think there was a problem to start with (having spoken to local cyclists)  
Please keep it simple for locals + visitors.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 2453

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Because it will be safer for the cyclists

**Submitter details:**

Suburb = Crofton Downs City = Wellington

Regular visitor

Age group = 18-29

E 2454

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Kilbirnie City = Wellington

Regular visitor

Age group = 40-49

E 2455

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 40-49

E 2456

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents' Association/Business Association. It will provide for safer co-existence of all forms of wheeled transport along The Parade and deliver better flow of transport as well. The current arrangement creates confusion between vehicle and bike transportation and public safety for both vehicular and pedestrian traffic - looking between road and footpath is confusing and unsafe. Returning it to the original state will be consistent with standard road transport safety rules for pedestrians, bikes and vehicular traffic.

# E 2457

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I want the road to be restored to how it was. I don't like how the Parade looks with cars parked in the middle of the road, I don't like how it feels to drive down the road being so close to parked cars and oncoming traffic. The road is wide enough for cycles without any loss to traffic lanes, footpaths or parking - and a safety strip is not needed either. I don't see why businesses and residents should have to suffer with a further loss of parking.

# E 2458

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E proposed by the Island Bay Residents Association and Business Representatives

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2459

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I live at number 60 The Parade. The current layout is incredibly dangerous for cyclists. I have no visibility when entering my driveway due to the cars parked on either side and needing to cross the cycle way to park outside my house. I fear one day soon that I will hit someone. It is also incredibly dangerous for me to stop in the middle of the road when oncoming traffic is approach to check the cycleway before crossing it. This is simply inadequate and must be addressed. Family and friends comment on how confusing the current layout is with the old lines remaining on the road.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2460

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** IBRA and Business Reps Recommendations

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2461

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I agree with the residence and business associations in returning things back to how they were

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitorOther

Age group = 18-29

E 2462

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2463

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** My choice is 'option E' as fully defined by the Island Bays resident association. Reinstate The Parade, with enhancements, as suggested by the Association.

**Submitter details:**

Suburb = Kingston City = Wellington

Regular visitor

Age group = 30-39

E 2464

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2465

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** It is safer and easier to navigate for cyclists to share the footpath with pedestrians than to share the road with cars

**Submitter details:**

Suburb = Te Aro City = Wellington

Regular visitor

Age group = 30-39

E 2467

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Wellington needs to separate cyclists and cars to make cycleways usable for beginners. Current cycleways are scary to use

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2468

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I am an Island Bay resident and I love the village feel of the parade business area. I am concerned that removing too many carparks will be a problem. Today I had to visit the medical centre and for the first time in my 25 years as a resident I could not find a park anywhere near the doctor's rooms. So my primary reason is the car park situation in the business area. I do also support a safe cycle lane and the raised option seems very safe.

**Submitter details:**

Suburb = Crofton Downs City = Auckland

Regular visitor

Age group = 50-59

E 2469

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2470

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

**Submitter details:**

Suburb = Other City = Hamilton

Other

Age group = 40-49

E 2471

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Cycleway needs to be at a different grade to pedestrian areas to reduce likelihood of pedestrian and cyclists crashes. Also heightens pedestrians awareness if they need to step down onto cycleway to cross.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2472

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

ResidentRegular visitor

Age group = 50-59

E 2473

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** 1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.  
2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.

3. Put unmarked car parking back against the kerb, no markings equate to more car parks.

4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.

5. In the shopping centre retain the current shared space and car parks.

6. Look at reducing the speed limit along The Parade.

7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.

8. Retain pedestrian crossings on The Parade.

To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 2474

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2476

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I want the Parade restored to the way it was before the cycleway was put in.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2477

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2478

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2479

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I would like to have option C but with a median strip in residential areas like in D. Angle parking is extremely dangerous for all and it is not an acceptable option given the safety risk for road users.

Instead of using green sticker on cycleways it should be dyed concrete such as overseas where dark red concrete is common. stickers wear a lot quicker and is a much rougher surface for cyclists.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 30-39

E 2480

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E -RESTORE ISLAND BAY BACK TO THE WAY IT WAS!

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I don't support option a as it is a step backwards. Cycle lanes next to the road don't give cyclists enough space. I want to teach my child to ride a bike safely in Island Bay. I support options b-d but chose D first. This is because although I'm a cyclist and generally support alternative transport modes I also have a young baby and at times need to drive to the shops or doctor with her. It can be difficult enough to find parking at the shops now so not so keen on losing more parking spaces.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 18-29

E 2483

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Seems the safest and most conducive to people cycling/more likely to encourage cycling (including children/family)

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 2484

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Because that means the cars aren't going to clash with the cars

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 40-49

E 2485

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** My two young nephews live in Island Bay and regularly use the current cycleway. Options B, C and D all look like an upgrade to the current cycleway which will make it even safer for them and encourage more people to bike. Option A would be a step backward and only confident cyclists are likely to use it. Living in Newtown I am looking forward to seeing the cycleway extended and hope that by the time it is fully connected to the CBD it can make an impact of reducing the amount of motor traffic travelling through the southern suburbs.

**Submitter details:**

Suburb = Other City = Lower Hutt

Regular visitor

Age group = 30-39

E 2486

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Please continue to improve the facility, don't revert to roadside cycling. The entire point of the project and work to date was to separate bikes from cars/trucks/buses this is what will encourage people to use cycling for transport and parents to let their kids ride on the Parade.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2487

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - IBRA and Business RepsRecommendations

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2488

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2490

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 30-39

E 2491

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** It keeps cyclists lane separate and safe from other road vehicles.

**Submitter details:**

Suburb = Mount Cook City = Wellington

Occasional visitor

Age group = 18-29

E 2492

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 18-29

E 2493

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as discussed at Meeting on 31st July from Island Bay residents association

**Submitter details:**

Suburb = Newlands City = Wellington

Occasional visitor

Age group = 30-39

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2496

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** More room for traffice and still keeps cycles separate. Efficient use of space. Cycling sharing footpath is common.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2497

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Cycleway back to its original state

**Submitter details:**

Suburb = Khandallah City = Wellington

Occasional visitor

Age group = 30-39

E 2498

**COMMENTS:** It is clear from the cities that are best able to encourage people to cycle that separate infrastructure is required. Option D ensures that cyclist are as protected from cars as possible, and offers the best use of space.

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 30-39

E 2499

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back exactly as it was there was always enough room on the road for car and bike there is no need to put a bike lane this has to be one of the widest streets around Wellington

**Submitter details:**

Suburb = Other City = Auckland  
Occasional visitor  
Age group = 30-39

E 2500

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements  
2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level  
3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking  
4th = I don't have a fourth most preferred option

**COMMENTS:** Speaking as a previous and future resident of Wellington, I believe Option B is the best option for 3 reasons; safety, principle, and network.

The current changes that have been made to the existing cycleway have massively improved the safety of the road for cyclists. Safety for road users must be the primary consideration, putting physical separation between bikes and cars reduces both the likelihood and consequences of an accident, this has been borne out in the statistics. While this does have an impact on usability for other road users, it is wrong to put convenience of some before the safety of others.

Island Bay Cycleway must go ahead in its best form. Both the current and previous Mayors have been elected on platforms that included cycleways. Island Bay Parade is a main commuter route used by thousands of people a day to connect the south coast to the central city. Combined this means that Island Bay parade is a primary candidate for having a cycleway, while there is impacts on local residents, we can let a small group of NIMBY's stand in the way of the first step of many.

Island Bay Parade is a main road forming a key part of the wider network. There is a reason why buses and major services run along this road, and for this reason it should have a main cycling route, the more connections that are made, the more the usability of the network increases. Making cycling a viable option is crucial in developing Wellington as a modern functional city.

**Submitter details:**

Suburb = Island Bay City = Wellington  
Resident  
Age group = 40-49

E 2501

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements  
2nd = I don't have a second most preferred option and therefore don't wish to rank the other options  
3rd =  
4th =

**COMMENTS:** The original layout was safe, easy to understand and provided wide margins for error between parked cars, large vehicles and bicycles. Any narrowing of the road creates problems for all road users. The current set up is such a mess; passengers are opening their doors onto cyclists, driveways are unsafe, pedestrians who are walking in a straight line cut across the cycle lane, large vehicles have no margins for error (when drivers are getting out of their car). The parked cars need to be as far as possible to the side of the road, with moving cars and cycles sharing the road lane, and pedestrians safely on a footpath away from moving vehicles. Only option A delivers this.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 18-29

E 2502

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** To encourage less confident cyclists, cycle traffic must be separated from motor vehicles as much as possible.

**Submitter details:**

Suburb = Aro Valley City = Wellington

Occasional visitor

Age group = 40-49

E 2504

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Any option which encourages bicycle use over cars is better. Reverting to a cars first approach is a retrograde step and not long term thinking.

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I think it is important to have car parks in the business/shopping area of island bay. Also believe that having some median strip back will allow better ability for buses and cars to operate on the parade and provide some feel of what the road was like prior to these changes.

**Submitter details:**

Suburb = Thorndon City = Wellington

Occasional visitor

Age group = 30-39

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Physical separation for all modes is the best, safest and most modern option

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 60 +

E 2507

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to original lay out. This road was the one road in Wellington that did't need a cycle way !!

**Submitter details:**

Suburb = Northland City = Wellington

Resident

Age group =

E 2508

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island bay was so nice before it was ruined.  
I ask to make an oral submission.

**Submitter details:**

Suburb = Miramar City = Wellington

Occasional visitor

Age group = 50-59

E 2509

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I like the bike lane being at the same level as the footpath.

**Submitter details:**

Suburb = Other City = Otautahi

Regular visitor

Age group = 50-59

E 2510

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Safety.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2511

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer Option E. Of the proposed four options, I prefer option A. I do not consider it necessary or useful to have a kerbside cycleway, which has merely created more confusion for all users of the Parade.

E 2512

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer option E as presented by the Residents Association last night. Putting The Parade back as it was with a painted roadside cycleway. This appears to be the option that is best for all parties and a bonus of being more cost efficient.

If you are not willing to consider this option, then option A is the next best of your proposed options (though still not ideal)

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2513

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** 1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.  
2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.

3. Put unmarked car parking back against the kerb, no markings equate to more car parks.

4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.

5. In the shopping centre retain the current shared space and car parks.

6. Look at reducing the speed limit along The Parade.

7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.

8. Retain pedestrian crossings on The Parade.

To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2514

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option E - IBRA and business reps recommendations

**Submitter details:**

Suburb = Other City = Auckland  
Occasional visitor  
Age group = 18-29

E 2516

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level  
2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements  
3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking  
4th = I don't have a fourth most preferred option

**COMMENTS:** The cycleway should be safe for all ages, and also have perceived safety. Option A does not meet that criteria.

**Submitter details:**

Suburb = Mount Victoria City = Wellington  
Occasional visitor  
Age group = 18-29

E 2517

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level  
2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements  
3rd = I don't have a third most preferred option and therefore don't wish to rank the other options  
4th =

**COMMENTS:** The footpath is the most important piece of public space. It is used by all transport modes at some point of their journey, and primarily supports the most important mobility function of walking. Thus I support options that result in the best outcome for pedestrians and public spaces - particularly in the business area. In the residential area Option C maintains an acceptable footpath width (note that footpaths in this decade are now used by small wheeled travellers i.e. scooters and skateboarders, and prams). In the business zone the footpath width is widest of all options on both sides of the road. This extra space supports urban design enhancements like opportunities for business to put table and chairs on the footpath, more public seating, planting etc. (Note option D significantly impacts on the pedestrian environment as the footpath width is seriously compromised). From a cycling point of view I support options B,C,D as they seem to cater for the most vulnerable cyclists especially children. It is my view that parking demand is driven due to the car orientated state of Island Bay. Parking demand reduces with less car use, and building walkable/ cycling communities will result in reduced car dependancy in Island Bay. WCC need to stay true to their position stated in the Sustainable Transport Hierarchy. Walking, cycling, and PT facilities should therefore take precedent over parking convenience. There are always opportunities to increase parking supply in surrounding streets in the future.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2518

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** A cycleway on the footpath will result in pedestrians and cyclists sharing space which will force cyclists to slow down or result in collisions.

**Submitter details:**

Suburb = Hataitai City = Wellington

Occasional visitor

Age group = 40-49

E 2519

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Options C,B and D provide excellent safety upgrades that will encourage more residents and visitors to take up active transport, while providing additional safety to those who use the existing facilities.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 50-59

E 2521

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I Support Option E - The Residents Association and Business Representatives proposal. This option involves:

1. Reseal The Parade
2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put in and re-kerbing approx half a kilometre of The Parade.
3. Put unmarked car parking back against the kerb.
4. Clearly paint using green or another colour, a cycleway on the roadside of parked cars, increasing the width by half-a-metre from the original cycleway design.
5. In the shopping centre retain the current shared space and car parks.
6. Look at reducing the speed limit along The Parade.
7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
8. Retain pedestrian crossings on The Parade.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2522

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** My preferred option is a total reinstatement of The Parade etc as it was before the cycleway was installed. Failing that my preference is for the IBRA Option E which comes close to complete reinstatement.

I see no reason to spend millions more dollars on the Council staff proposals, especially as there is no sign of any sort of cost-benefit analysis. Even option a - the least offensive of the official options - involves a totally unnecessary and undesirable loss of parking, in a shopping centre where parking is already quite tight.

There is no public demand for such change, just - it seems - bureaucrats' anti-car ideologies.

It is quite extraordinary that after all this time Council staff could come back with four options, none of which reflected the basic residents' preference of complete reinstatement. It smacks of arrogance, and reflects very poorly on elected councillors who allowed this to happen.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 40-49

E 2523

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Believe it is the safest option for cyclists.

**Submitter details:**

Suburb = Houghton Bay City = Wellington

Regular visitor

Age group = 60 +

E 2524

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2525

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** My preference would be for a raised cycle way to increase car drivers' awareness of physical separation.

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 40-49

E 2526

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Separated curbside cycle lanes are the safest option.

**Submitter details:**

Suburb = Johnsonville City = Wellington

Regular visitor

Age group = 18-29

E 2527

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Te Aro City = Wellington

Regular visitor

Age group = 40-49

E 2528

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2529

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Because it worked before

**Submitter details:**

Suburb = Kilbirnie City = Wellington

Regular visitor

Age group = 30-39

E 2530

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I think having the cycle lane raised above road height is really important for visibility. I think the safety buffer between parked cars and the cycle lane needs to be about a metre. 600mm is not enough.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 40-49

E 2531

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I would like to keep a curb side cycleway for cyclist safety and agree we need to raise the cycleway for visibility especially for younger cyclists. I am concerned however about car park losses - it is not clear to me why the angle parking needs to be removed at the shops or so many additional car parks lost in the residential areas? Some physical separation would be needed on the footpath to make sure small children do not accidentally veer into the cycleway.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2532

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I thought option c - seemed safer me and my children to use as cyclists and me to use as a vehicle driver

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 40-49

E 2533

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** My first choice appears to offer a safe and attractive route for cyclists without compromising pedestrian use. I can see a raised cycling route away from cars would make cycling more accessible to those who currently don't feel safe. Pulling out from an angle park is tricky, so parallel parking would be more attractive to me as a driver.

E 2534

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option E - IBRA and business reps recommendations

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. The Island Bay Residents Association and Business Reps proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2537

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2538

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Ngaio City = Wellington

Occasional visitor

Age group = 50-59

E 2539

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd =

4th =

**COMMENTS:** Raising the cycleway to the same level as the footpath provides a much better sense of separation from the road and gives cars a kerb to park against. As the mother of children, it's also a path I would be happier to see my kids using (when young) as I could be walking alongside (e.g. with a pram) and them at the same level as me. In terms of supporting the option of having the cycleway the level of the roadway, that is obviously going to be cheaper, however it will need to have a proper raised dismount area, and that dismount area needs to be wide enough for a wheel chair or buggy so that people parking aren't crawling over an awkward or potentially hazardous mounted strip. Failing that, proper raised bollards should be used - enough of them and visible enough to stop cars encroaching; to provide a 'line' for drivers when parking; yet obviously with a gap wide enough for a buggy / wheel chair (and then enough fully ramped access spots off the roadway to the foot path).

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 18-29

E 2540

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = South Gate City = Wellington

ResidentRegular visitor

Age group = 18-29

E 2541

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** It will disrupt traffic to have cars parallel parking all through the shops and I would like to still be able to park close to the shops, especially with very young children in tow.

E 2542

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I have kids so prefer to be able to jog on footpath while they bike on their bikes. I really see the cycle way as more for the safety of children.  
Thanks

**Submitter details:**

Suburb = Melrose City = Wellington

Regular visitor

Age group = Under 18

E 2543

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I want to ride my bike and feel safe.

E 2544

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2546

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - As per the IBRA

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2547

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Good to retain the separated cycle lane. Also appreciate it running through the shopping centre. Of the separated options I believe that option B with the cycle lane at a different level to the footpath is safest to avoid pedestrians accidentally stepping into the bike lane or cyclists wandering onto the footpath. C also acceptable if the bike lane and footpath are at different levels. D OK, but I don't like the reduction in width of the footpath just to retain angle parking and a wider vehicle lane. Option A least preferred as it removes separation of bike and vehicle, but still OK compared to existing system.

**Submitter details:**

Suburb = Kingston City = Wellington

Regular visitor

Age group = 50-59

E 2549

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** My preferred option A in the business district, it gives me room to get my huge truck through safely with buses coming the other way, and gives a nice spacious feel. all traffic is moving slowly so very safe for all road users.

In the residential zone D then C are my preferred options, D with median road strip is great for getting my huge truck through with an oncoming double decker bus with cyclists safely squirrelled away on the pavement. Option A would also be fine in residential, B would be really nasty with those raised concrete islands, I've tripped over heaps of those in the dark and rolled my ankle several times necessitating ACC treatment. Don't inflict that on us, please.

Separate cycle lanes are fine but not absolutely necessary, the road worked fine before the crazy cycleway installation. I am an e-cyclist. My priorities are safety, courtesy, speed. Now on a cycle you have to be super-aware at junctions and round bus-stops / pedestrians, it is really not a relaxing experience. My bike is very fast but I can't use the speed on this cycleway, whereas before any cycleway with the wide road, I would bomb along at the legal limit with no risk.

Kiddie cycles on the pavement are fine and should be encouraged.

Getting huge trucks up and down safely and having two of the new double-deckers pass without hassle is absolutely essential. What if I'm taking my huge triceratops compactor down collecting garbage? Other vehicles can't safely pass, some of these options only have 3m road lanes. With 2 2.5 m wide vehicles trying to pass, there's not a lot of spare room

Finally, the Island Bay cycleway has been an absolute shambles. Heads should roll for that one, what a waste of ratepayers money, there was never a problem with the original layout.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2550

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Don't have a cycle lane.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2551

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Firstly, I am an Island Bay resident and ratepayer, not someone recruited by Wellington City Council from elsewhere in the country to comment. I select option E. As per the Island Bay Residents association proposal 1-8. : Please return the Parade to the original layout. Thank you.

**Submitter details:**

Suburb = Seatoun City = Wellington

Regular visitor

Age group = 50-59

E 2552

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** None of the above.

Go back to what it was before.

Apologise to the IB residents for ramming what you wanted down their throats.

then ask what they want.....

**Submitter details:**

Suburb = Wadestown City = Wellington

Occasional visitor

Age group = 40-49

E 2553

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Having a physical delineation (via height) between the cycle path and road is most ideal.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 18-29

E 2554

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** I am a regular cyclist, and too often in Wellington, cycling can feel dangerous. Being close to cars on narrow streets is routine, as is being passed by cars that do not provide ample room for cyclists. We need to make our city safer for cyclists, and separating us from traffic completely addresses this.

Pedestrians are used to looking both ways for cars before they cross the roads, I don't see why they should struggle with this for cyclists. I may not live in Island Bay, but I pass through and visit frequently. Nimby-ism should not, and must not lead to a reversion to a more dangerous road layout.

I commend the previous council for their forward looking approach to city planning, and cycleways, and attempts to get Wellingtonians out of cars, and as such fully support the status quo, and Option B.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2555

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I'd like the roading set up to return to what it was before the cycleway was introduced so cars, buses, trucks, bikes and pedestrians can feel safe. What we need though is for the roading to be smoothly sealed.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2556

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** We should keep the new design without any amendments. Enough time and money has been spent on this already.

**Submitter details:**

Suburb = Johnsonville City = Wellington

Occasional visitor

Age group = 40-49

E 2557

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** This is the last expensive option, based on the costs provided.

Cyclists are most likely to be injured from incidents arising where people have not noticed them, or cannot predict their movements. I believe having roadside cycle lane is the safest option, mainly because is where everyone expects to see cyclists. This includes pedestrians, traffic, people opening car doors in parked cars, and people pulling from driveways and side roads. And where they expect to see them, is where they are most likely to notice them and avoid incident.

I expect that with no additional curbing, this will be a less expensive option to maintain in the future.

Given cyclists present much less frequently than motor vehicles, whenever there is no cyclist, the road is wider for vehicles. If the cycle lane is next to the footpath, then the road is always narrow.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2559

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** OPTION E - ISLAND BAY RESIDENTS ASSOCIATION/BUSINESS ASSOCIATION

**Submitter details:**

Suburb = Morningside City = Wellington

Regular visitorOther

Age group = 30-39

E 2561

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island bay residents association suggestion to return it to how it was with some improvements.

**Submitter details:**

Suburb = Newtown City = Wellington

Occasional visitor

Age group = 18-29

E 2563

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th =

**COMMENTS:** As a cyclist, I feel safest when I am off the road. Option D gives cyclists their own space. The angle parking mitigates the fear of doors opening in front of cyclists. However, I am concerned that this would be difficult to implement as there is not a lot of space on the road. Options B and C are equally good, I like the idea of a physical barrier between cars and cyclists. I have heard that this method is very successful in European cities. I think the cycleway in Island bay, although fragmented, is one of the best places to cycle in Wellington. I hope that one day this style of cycle lane, where cyclists ride alongside pedestrians instead of on the road, is widely implemented. I think footpaths should have a coloured strip or a raised section dedicated to cyclists. People are afraid to cycle in Wellington because they do not like being on the road.

**Submitter details:**

Suburb = Hataitai City = Wellington

Occasional visitor

Age group = 18-29

E 2564

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents' Assn recommendation - return Parade to original layout WITHOUT taking away more carpark.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 50-59

E 2565

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I don't support angle parking in any option in the main street and provision will need to be made for the future to increase parking close to the main road to support local businesses. I have a strong preference for the physical kerb as in the Copenhagen model, however I think the costs are significant for all options so sensible decisions need to be made. Widening the road may be nice but it's not vital in my view.

I do not live absolutely in Island Bay but I reference it as a local resident- I attend physio, pilates and other community activities, there, it is my preferred supermarket shopping destination as well as other food shopping, I use the cafes, I have close who friends living there and I use the cycle way from time to time. It is important that the Angry of Island Bay brigade recognize that a community is wider than just those who have real estate on the Parade, and this work is for the long term.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2566

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** I would like the cyclists to be on the footpath side of cars for safety. I also think it's important that the cycleway be at a different level than the footpath. It is currently confusing where the cycleway is at footpath level (by the bus stops) and people often walk on the cycleway. If cyclists had to dodge a lot of pedestrians it would may the ride up the Parade slow and inefficient, and i suspect a lot of cyclists would resort to taking the road. Option D would be my preference if the footpath were at midway height. My main concern about Option B, though it is my preferred option, is how people with wheelchairs would negotiate the cub to get into and out of both sides of the car. I hope this is taken into consideration and the final result is disability-friendly.

**Submitter details:**

Suburb = Kelburn City = Wellington

Regular visitorOther

Age group = 30-39

E 2567

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** It is absolutely essential that the cycleway be protected from traffic by parked cars. Another option would be to have a two way cycle path on one side of the road, separated from traffic by parked cars (Vancouver has this model in places). I don't think it is necessary for the cycle path to circumvent bus stops, in other cities cyclists share with buses without major issues. Without the parked cars serving as a protection, there is almost no point. Concerns for private driveways is placing the interests of the few over the many (& does it really matter whether they are backing out into a cycle lane on one side of a parked car or the other?); as is concern for public car parks (the street is still wider than many where people seem to do just fine).

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2569

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

Island bay residents association /Business association

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 2570

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** Having a cycle lane separated from traffic has increased my confidence as a new cyclist and makes cycle commuting easier and less stressful



**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2575

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** New road layout is very restricting and stressful many times we have been really close to hit cars on the roads or a cyclist coming from south cause the bus stop obstructs the view of the cycle lane further down

**Submitter details:**

Suburb = Roseneath City = Wellington

Regular visitor

Age group = 30-39

E 2576

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E The Residents Association and Business reps proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2577

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Paint it back

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Occasional visitor

Age group = 30-39

E 2578

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Occasional visitor

Age group = 18-29

E 2579

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 2580

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I do not like Option A as I do not want to return to roadside cycle lanes.

E 2581

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

E 2582

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - as proposed by the Island Bay Residents Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2583

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2585

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to the original design which had a cycleway. Any action really needs to be built properly with old roadmarkings gone resealed and new markings in place. Driving at night is extremely difficult. Lights on zebra crossings to work also. Option A is ok . As long as getting in and out of residential driveways improve as at the moment with the new design it is extremely hairraising trying to see past the footpath, cycleway and parked cars to pull onto a busy traffic road which is now narrower with parked cars opposite also....

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2586

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I support Option E created by the Island Bay Residents Association and business group which restores The Parade to its former state, providing a cycleway marked on the outside of parked cars and removes the necessity to remove many carparks on the street which at least one other option requires. Please note that my nephew's email address has been provided as there is no provision within the automated submission for those of us in our 70s who have never used email but still wanted our views counted in this process.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2587

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please bring back Island Bay the Parade as it use to be. I have been a resident in Island Bay for over 55 years and took pride in living in a suburb that had the widest, safest road (The Parade) offering a shared, safe place for cyclists, motorists and pedestrians. We can't afford to lose more car parks it will destroy the heart of the shopping centre. As it is now, it is extremely difficult to find a car park to essential amenities such as the pharmacy and medical centre. Option E please!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2588

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option E

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2589

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** OPTION E - Island Bay Residents Association/Business Association Proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2590

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I selected Option B because I like to cycle 2 or 3 times a week to work to keep fit and well and reduce my carbon foot print. Option B enables me to do this the safest possible way, away from buses and trucks. It also makes it easier for me when I drive because cyclists are away from moving cars. And, Option B keeps cyclists separate to pedestrians and young children on scooters who might stray in front of a cyclist if the footpath and cycleway were all on the same level.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2591

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. The residents association and business reps proposal.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2592

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Kilbirnie City = Wellington

Regular visitor

Age group =

E 2593

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I don't want any of the four options suggested by the Council. I want to see the Parade go back to how it was originally before the cycle way was put in. The council options will cost Wellington ratepayers yet lots more money. Going back to the original layout is the cheaper options. Let's not waste any more ratepayers money than we have to.

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 40-49

E 2594

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 60 +

E 2596

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** back to original layout

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2598

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2599

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option C - One-Way Separated Kerbside Cycleway - Above Road Level

**COMMENTS:** Pedestrians that are not used to having a cycle lane on the same level as the footpath might not be very careful about it. Having a cycle lane on the road level seems more sensible since cycles are supposed to ride on the road. Road should not be made only for cars but for bikes as well.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 18-29

E 2600

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Keeps design consistent with other cycle areas

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2601

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2602

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 40-49

E 2603

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I want a barrier between cyclist and traffic

**Submitter details:**

Suburb = Seatoun City = Wellington

Regular visitor

Age group = 40-49

E 2604

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** It is unsafe having a cycleway on the inside of a cars parked alongside the street particularly when off loading kids from the car. Best option is to provide sufficient space for bikes alongside the outside of parked cars as is the format elsewhere in Wellington

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2605

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put back way it was before

**Submitter details:**

Suburb = Seatoun City = Wellington

Regular visitor

Age group = 60 +

E 2607

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** 1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.  
2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.

3. Put unmarked car parking back against the kerb, no markings equate to more car parks.

4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.

5. In the shopping centre retain the current shared space and car parks.

6. Look at reducing the speed limit along The Parade.

7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.

8. Retain pedestrian crossings on The Parade.

To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Northland City = Wellington

Regular visitor

Age group = 18-29

E 2609

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** Concise, safe and not a waste of money

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Seems the safest for cyclists and drivers

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I don't understand why you can't alter Option A to reduce the pedestrian pathway slightly (to maybe cover the width of the safety strip. This would allow more room on the road & would help cyclists feel less vulnerable. It would also make it safer to residents who need to drive onto The Parade as visibility would be better, than the other design options. It seems as though there is a big desire to maintain the current cycleway if you look at options B-D. As a cyclist I never previously had a problem cycling around Island Bay, it is from Berhampore into Town where it can be a bit of a worry - e.g. Cambridge Terrace. It also doesn't seem that the local businesses or residents are too impressed with the proposed options either.

**Submitter details:**

Suburb = Vogelstown City = Wellington

ResidentRegular visitor

Age group = 18-29

E 2613

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Lower Hutt

Occasional visitor

Age group = 30-39

E 2614

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I am in favour of Option C as the best for all road user's safety and to make The Parade a wonderful destination for everyone. The key differences of Option C is the raising of the cycleway up from road level. This will let cyclist be a little higher - improving visibility, and along with some careful surface treatment, will mean you would not be riding in a deep channel.

Option B is next most preferable as it is the same configuration, but it is keeping the cycleway at road level - creating a deeper channel.

Option D is ok as well, the main difference from C being that the business area retains angle parking - which in turn removes a lot more footpath space in that section. This choice goes contrary to a lot of input I saw of people wanting a nicer village centre to walk and linger at.

E 2615

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

E 2616

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as proposed by IBRA and the business owners

**Submitter details:**

Suburb = Vogelstown City = Wellington

Regular visitor

Age group = 40-49

E 2617

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I think the current layout has improved the safety and attractiveness of cycling through Island Bay. The enhancements proposed in Option B will further separate bicycles from parked cars which would be good. It also makes it easier for motorists to see where to park.

Options C and D are also good, but add expense in raising the cycle path which I don't think is necessary.

Please remove the ghost paint from the roads, which is very confusing especially at night and when wet.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 18-29

E 2618

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I think that the best options for a safe cycleway is to be seperated from traffic

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

ResidentRegular visitor

Age group = 18-29

E 2619

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

**COMMENTS:** I picked what I think would be safest for cyclists

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 60 +

E 2620

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I do not like any of the proposed layouts. I want a return to how The Parade was as that used to work well. The only one of the proposed alternatives that comes anywhere close is option 1, but that also is not as good as the original layout was. The council seem determined to ignore the wishes of the local residents and push ahead with their plans which are NOT what the local community wants. The current layout is extremely dangerous for people getting out of their cars on the left side and also for people getting out of the bus as the cyclists seem to ignore these people and seem determined to try to push them out of the way. I have first-hand reports of this happening.

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like option E as recommended by the Island Bay Residents Association & Business Representatives.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Kerbside safest for cyclists and pedestrians. Proven internationally, Wellington should lead the way in high quality cycling infrastructure.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2623

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Associations Proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 30-39

E 2624

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I find it difficult to see cyclists coming on my left when I turn left at the intersection. Having them road side feels safer as a driver (option A). I feel like the enhancements in option B are safer for cyclists when people open their car doors. I don't like the idea of the footpaths being used as a cycle way on options C & D.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 18-29

E 2625

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

**Submitter details:**

Suburb = Tawa City = Wellington

Regular visitor

Age group = 30-39

E 2626

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option A isn't given a because roadside bike lanes don't give cyclists enough protection from traffic and that's what makes cycling feel less safe and less comfortable.

**Submitter details:**

Suburb = Other City = Auckland

Regular visitor

Age group = 40-49

E 2627

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Thorndon City = Wellington

Occasional visitor

Age group = 30-39

E 2629

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** option A is a retrograde step. It wont encourage anybody to cycle at all.

**Submitter details:**

Suburb = Mornington City = Wellington

Regular visitor

Age group = 40-49

# E 2632

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:****Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

# E 2633

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** B is my first option. This is mainly because it separates cycles from vehicles (probably the main factor in my decision making), and it separates cycles from pedestrians better than Option C. It's a fine balance between Options B and C. B may be more difficult/tricky for getting out of a parked car and then stepping down, through and up the kerb through the cycleway to the footpath. But I think this is safer for pedestrians and cyclists than Option C, where the cycleway is level with the footpath but just painted a different colour. It's too easy for pedestrians to wonder into the pathway of cyclists. But Option C is a close second. The enhancements to the current layout under B are great - the kerb between the road and cycleway seems to be necessary to stop parked vehicles encroaching on the cycleway.

I strongly reject any option to return to the original road layout, or to get rid of a cycleway altogether. Safety is too important, as is equity for all road users to travel safely.

In addition to safety, I believe that the options to keep cycles separate from vehicles will encourage cycling, and as well as this having public health benefits, we need to start building infrastructure for a future in which we must become less dependent on fossil fuels. Cycling is a clear winner here.

It is unfortunate that we need to lose car parks, but that is a small price to pay for these benefits. I support the removal of car parks from the residential areas because I agree that the current layout does make it tricky for some residents to exit driveways. I also support parallel parking in the business area, despite the loss of car parks. We should be making it more attractive for Island Bay residents and others to walk and cycle to the shops and taking our car parks tips the balance towards these safer and more sustainable transport options. The angle parking is also hazardous.

I have three children, and I bus, cycle and take the car to work. To be honest, I take the car more than these other modes. I find the current road layout (width) absolutely fine to drive along, with my only complaint being the ghost markings which will go under all options. I have enjoyed cycling on the new cycleway. I'm a fast cyclist, and don't usually like hold-ups or having to go on/off kerbs etc. But I have definitely found a change in my cycling behaviour when I hit the cycleway. I mellow, slow down a little, and enjoy it.

When I look at the cycleway options, safety is my main criteria. But I also strongly believe that Wellington has to be moving further towards developing sustainable transport options, and I think these are supported by Options B, C and D. The proponents of the cycleway do not seem to recognise the importance of environmental sustainability.

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 50-59

E 2634

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return the road to the original setup from circa 2013, that worked just fine

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2635

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I support the Resident's Association option E; return the roadway to as near as possible the way it was before the changes.

The present arrangement is totally unacceptable and the various Council options do not adequately resolve the issues.

The current arrangement is dangerous. The roadway used to be wide, with a median zone separating traffic lanes. Now the space between the parked cars is too narrow to let buses safely pass.

Entering the Parade from side roads has become more dangerous as visibility is seriously blocked by parked vehicles, particularly by large vehicles such as vans and SUVs.

Exiting from a driveway on the Parade must be a nightmare for the residents of the road.

Exiting from a car parked outside the cycle-way is more dangerous. On the driver's side the traffic is closer and likely to collide with an opening door. On the passenger's side opening doors produce a danger to cyclist and emerging passengers, particularly as children often exit on that side.

At bus stops the cycle-way is one step away from the bus. On two occasions at the Avon St stop I have had a near miss with a cyclist after stepping off a bus.

Parking on the Parade is difficult with only painted indications of the parking place, which is often not visible at night or in the rain.

The reduction in the number of parking places is detrimental to local businesses.

The cycle-way outside the line of parked cars was perfectly adequate for the very limited number of cyclists who used it, and very superior to the situation in Adelaide Rd. Find an answer to that conundrum before messing up the Parade. If it wasn't broke, why did you "fix" it?

On aesthetic grounds, previously on entering the Parade at Dee St you found a wide, tree lined street, with a central median zone, which is an uncommon pleasure in Wellington. After the changes it became just another narrow traffic congested Wellington Street.

The cost estimates provided in the Council options are just ludicrous. Most of the changes required for Option E just need paint.

While I generally agree with the proposals in Option E, I think that the raised pedestrian crossings could be left.

More parking should be provided near the Medical Centre, perhaps more angle parks.

**Submitter details:**

Suburb = Thorndon City = Wellington

Occasional visitor

Age group = 50-59

E 2636

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Back to what it was like before. I'm a cyclist and have no problems with roads as they are. What is needed is the removal of the helmet requirement and some traffic calming (30kph or 20kph) in some places.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2637

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** island bay resident ass business ass

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2638

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 2639

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C feels the safest for both cyclists and pedestrians. The separated kerb to the road provides the illusion of a barrier to road road traffic making it safer for cyclists and the elevated higher provides better visibility. The path is ample wide enough for both pedestrians and a cycle way

**Submitter details:**

Suburb = Mount Cook City = Wellington

Occasional visitor

Age group = 18-29

E 2640

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** It clearly seperates cyclists from both cars and pedestrians.

**Submitter details:**

Suburb = Kelburn City = Wellington

Occasional visitor

Age group = 18-29

E 2641

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Cyclists use the road, or cycle pathway, to commute. Cyclists, who travel at pace, are best placed on pathways which are situated to minimise cross overs between cyclists and pedestrians.

Cyclists typically move with traffic. Therefore, a cycle lane is better situated directly adjacent to moving traffic, travelling in the same direction.

A cycle lane situated between the footpath and parking spaces means pedestrians cross in two directions, perpendicular to the flow of the cyclist. This location increases risks to both pedestrians and cyclists to a much greater extent than other designs.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 2642

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2643

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/Business Association proposal.

E 2644

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would prefer that the cycle way be returned to it's original state.

E 2645

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/Business Recommendation

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 18-29

E 2646

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Change it back

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2649

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

E 2650

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents' Association and Business Reps

E 2651

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** WANT IT BACK THE WAY IT WAS SIMPLE

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2652

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:**

E 2653

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2655

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** C seems the safest option for all road users, including cyclists and pedestrians.

**Submitter details:**

Suburb = Strathmore Park City = Wellington

Occasional visitor

Age group = 40-49

E 2656

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = Yes - Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

**COMMENTS:** Option C provides the best separation for vehicles/cyclists/pedestrians, and also being at grade for vehicle users to transition to the footpath.

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Occasional visitor

Age group = 18-29

E 2657

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I lived in Amsterdam for a couple of years, and they way they do it there is excellent. Cycleways are physically separated from the road (as in options B, C, and D), and they are raised from the road but still below footpath level. They are also made out of a different material of a different color (brown red). The separation, different surface and different elevation level makes it immediately obvious that the cycleway is something different to both the pavement and the roadway. This clarity hugely helps reduce the number of pedestrians accidentally using the cycle way, as well as making it very clear for cyclists where they should (and thus should not) be cycling. I'm happy to talk more about the cycle ways in Amsterdam if you're interested :). My email is nm.dowse@gmail.com.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2658

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** ibra recommendation please

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 40-49

E 2659

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Option C is my preferred and the one that I think stands out from the other three for several reasons. Firstly, and most importantly, the cycle land shout NOT be outside the parked cars and aside the traffic lanes as in Option A. This is the worst option by far and is so bad it will poor scorn on the hard work and pain that the council and community have gone thru to get to this point. Secondly the total width of cycle lanes + traffic lanes makes the road with 50% wider for pedestrians to cross and gives cars more visual space to allow for greater speeds. Thirdly, differing kerb/lane heights in Option B I think are a trip hazard and make it more difficult for pedestrians to get across to parked cars and/or cross the road. Fourth, I don't like Option D for the reason that it reduces the west side footpaths, especially thru the show where there is good space for more 'hangin out'... and we all like to hang out! The angled parking also increases the perceived road width for pedestrians crossing.

Lastly, great thorough consultation, design and reporting. I'm impressed the Council has stuck with the project despite the tortured road to get there!

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 40-49

E 2660

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Tawa City = Wellington

Regular visitor

Age group = 40-49

E 2661

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I feel safest separated from the road. The current layout is OK but physical separation (not just paint) is essential, and a raised path really helps this.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2662

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - return the Parade to how it was as there were no issues prior to the new cycleway.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 40-49

E 2663

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** The options C, B and D (in that order) are great (A is not an option in my opinion) and should be continued through Berhampore, Newrown and Mt Cook to the CBD. This cycle network is a big deal for WELLINGTON walking the talk!

**Submitter details:**

Suburb = Other City = Christchurch

Occasional visitor

Age group = 30-39

E 2664

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I recently moved from Wellington to Christchurch, which is currently in the process of incorporating a variety of cycling infrastructure into its rebuild efforts. The contrast in terms of my cycling experience is massive, and this is reflected in the rapidly increasing numbers of people of all ages and abilities choosing to cycle here. On kerbside cycleways I feel safer, less vulnerable, and less of a burden on motorised traffic. My commute is less stressful and as a result I choose to bike more often. I see colleagues who were once too intimidated to get on a bike choosing to leave their cars at home, easing congestion and parking pressure for those who don't. In terms of facilitating the movement of people from one urban location to another, cycleways are extremely efficient. From this perspective alone they should be prioritised over the public storage of private property (on-street parking), and the bleating of a vocal handful of self-serving busybodies and local politicians trumped up by a lazy and irresponsible media enjoying a click-bait frenzy. You know what needs to be done. Please just get on and do it.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2665

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Make it like it was please. Cannot see children cycling behind cars, cannot see cyclists in rain or dark behind cars, dangerous having them on footpaths due to small kids, special needs childre/young adults, hard to see traffic approaching you if crossing away from zebra crossings , keep high crossing take one away from grocery store end, keep speed restriction. For the new cycle way in old style paint it green with ridges on road side to stop cars crossing into cycle lane. Thank you for reading my comments.

**Submitter details:**

Suburb = Maupuia City = Wellington

Occasional visitor

Age group = 30-39

E 2667

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** You have already made a mess of island bay!!! None of the above would work, it means less carpark, more accidents are prone and the community less impressed!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2668

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I like option A residential zone option ONLY but DO NOT Like Option A business option. With a lane between parked cars and traffic - passengers can safely get in and out of cars, visibility better for drivers when entering or exiting the Parade from side streets. I am concerned about the loss of 40 parks and would like this explored further. Are there other ways to increase driveway and curb safety eg mark no park zone sonly and allow parkers to park more effectively with no other markings (no marked parks - does this work??) The impact of lost parks on The Parade affects other streets and businesses - needs further exploration. In favour of Residents Association points on retaining pedestrian crossings (except the crossing, bus stop, round about muddle at Dee St - too much going on in one space and I'm surprised a pedestrian has not been injured - traffic gets stuck at the round-about when a bus has stopped then all of a sudden there are pedestrians on the crossing) and in favour of reduction of speed (cyclists included) along all of The Parade and if this is done Clyde and Eden streets as well as currently traffic has increased and is faster on these streets (and no doubt others as well because of the current cycle system.

Business Zone: No loss of car parks at all is important for sustainability of local businesses. Cycle Zone Option D is closest to a possible solution except lowering the cycle lane to road level retaining curbs to stop cars moving too close and preventing collisions with pedestrians. I wonder if the times cyclists heavily use the pass through the business zone is when there are less pedestrians?

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2670

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Of the four options, I support option A because car parking should be next to the kerb so as to retain the spacious, seaside character of The Parade and leave room for cyclists, buses and cars to all travel safely. Wide, spacious streets are uncommon in Wellington, and The Parade used to be a key part of the special character of Island Bay. The current cycleway has made The Parade into a cramped, congested, contested space with no visual appeal (and this is also a feature of options B, C and D). I oppose all options that place a cycleway across bus stop footpaths - this is unsafe and creates conflicts with pedestrians. I am concerned that all four options remove large numbers of parking spaces from residential areas, and - more importantly - from the village, which already has restricted parking spaces. I value having a local shopping centre, but people can't stop and do business in the Island Bay village if there are no free parking spaces on The Parade. My preference is that The Parade should be returned to the pre-cycleway layout, which was safe and attractive for everyone.

**Submitter details:**

Suburb = Other City = Masterton

Regular visitor

Age group = 18-29

E 2671

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association and Business Proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2672

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I am basically happy with any of these options as they are safe for all users - and it is time to move on. I tried to vote in order of accessibility for children as the old design and the neighbourhood itself has barriers to children getting around the neighbourhood safely and independently (in accordance with their age) - in spite of the fact that there are so many children who would live here and who would stand to benefit. This has also incentivised dangerous traffic around schools with parents driving children everywhere due to safety concerns and parents being time poor/working multiple jobs. I would also strongly support working with schools and early progress on a few adjustments from the Parade to the schools to get the full benefit of this Parade upgrade ie dampening effects on traffic near schools on Mersey St and Clyde Street, better/more pedestrian crossings, and pick up and drop off zones outside IBS and SFDS and removal of parking where appropriate, to incentivise walking and cycling and to make Mersey Street and Clyde Street safer and more accessible. There is no need for speed on Mersey Street or the Parade - I support these as slow zones.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2673

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I believe that the most important of any option is to have a safe cycleway for all. While the current design isn't perfect, I still feel much safer cycling on it than I do when on the road. In particular, being separated from traffic and buses makes a huge difference - I am comfortable cycling with my children on the protected cycleway, when I would never have let them cycle on the road.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 40-49

E 2674

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Safer- encourages more people to cycle

**Submitter details:**

Suburb = Wellington Central City = Wellington

Regular visitor

Age group = 18-29

E 2675

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Best option for cyclist - no possible interference from cars or pedestrians. Angled parking preferred to avoid accidents with car doors. Preference given to cyclists and pedestrians over cars/parking is environmentally important.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 2676

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** My 2nd choice would be a kerb-separated 2-way cycle lane on one side of the street, with no car parking on that side, and angled parking on the other. Or something like Montreal has - [http://thecityfix.com/files/2011/05/montreal\\_bikelane.jpg](http://thecityfix.com/files/2011/05/montreal_bikelane.jpg) or <http://dandyhorsemagazine.com/wp-content/uploads/2013/10/mtl-separated-lanes-1.jpg>

# Attachment to online Submission 2676



**Submitter details:**

Suburb = Aro Valley City = Wellington

Occasional visitor

Age group = 40-49

E 2677

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Options B, C, and D are the safest for cyclists. Option C is my favourite for two reasons: the increased safety strip for cyclists to 1 metre and it gives pedestrians the most space of all the options.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2678

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Karori City = Wellington

Occasional visitor

Age group = 18-29

E 2679

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** revert back to the way The Parade was before the cycle away and focus more on education. <http://mentalfloss.com/article/92116/opening-your-car-door-dutch-do-can-save-cyclists-lives>

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 30-39

E 2680

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I prefer the option that loses the least amount of car parks.

**Submitter details:**

Suburb = Mount Cook City = Wellington

Occasional visitor

Age group = 30-39

E 2681

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I feel unsafe cycling on the inside of parked cars. I have no visibility of traffic turning into driveways/side streets. Passengers are also less likely to check the inside lane than drivers, and therefore more likely to open their door out onto the cycle lane.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 18-29

E 2682

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Kilbirnie City = Wellington

Regular visitor

Age group = 60 +

E 2683

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** The safest street for a cyclist is a wide street allow traffic to pass safely. All other options narrow the road and mix cycling and pedestrian activities, a mix that is not always comfortable or safe for either party. All other options bring the cyclists close to parked cars with increase risk of the cyclist being struck by a car door. The roadway and footpath are used by buses, cyclists, motorist and pedestrians. The Council has chosen to listen to a small vocal minority of cyclists who would ride on the footpath. As a cyclist in Wellington for fifty years I feel less safe with the present configuration and am sure that I would unsafe with most of the alternatives. I have avoided Island Bay since the changes. Put it back the way it was and I'll feel safe there again.

**Submitter details:**

Suburb = Newlands City = Wellington

Occasional visitor

Age group = 18-29

E 2684

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** The reason I chose Option C is because it balances the needs of all road users. The separated part of the cycleway and safety strips are important to provide protection for pedestrians and cyclists. Plus being raised means less likely for a bike to be hit by cars. I don't see loss of parking being a significant issue - there are always parks available nearby down side streets.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2685

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** This road has always been one of the wider roads in Wgtn ith plenty of space for cars and cyclists. The issue is narrower sections like berhampore and north up adelaide rd. Money should be spent in these areas.

**Submitter details:**

Suburb = Northland City = Wellington

Occasional visitor

Age group = 40-49

E 2686

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Must have cycle traffic separate from cars. Like the curb. Like the height difference

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 50-59

E 2687

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Safest & clear cycle option. More space for pedestrians & traffic without angle parking.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 30-39

E 2688

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2690

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd =

3rd =

4th =

**COMMENTS:** The new cycleway is brilliant, however it would be improved if we kept the cycleway separate from vehicles in the shopping area also. Plan C, followed by B then D do this in the best way.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 18-29

E 2691

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association and Business Association proposal.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2692

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - The Residents Association and Business Representatives proposal.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 2693

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I think that having the cyclists right next to the traffic is MUCH more dangerous for the cyclists, especially children. If they had angle parks and the cycleway and a two laned street, the road would have to be extended in both directions, which would lead to smaller footpaths and a few less million dollars to pay for future public space adaptations.

**Submitter details:**

Suburb = Kingston City = Wellington

Regular visitor

Age group = 40-49

E 2694

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** None of the proposed options A to D are taking into consideration what the community and residents want

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2696

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 30-39

E 2697

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** back to how it was before. that also means bringing back the bustop you took away on Tamar street

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2699

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to the original road layout, including how the footpath and cycle lanes were. (Before the CWBD: Celia Wade-Brown Design)

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 2700

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I like the Island Bay cycleway and i sometimes use it to bike to SWIS intermediate but i bike on the footpath when i get to Wakefield park and Berhampore because it is too busy and squashed with cars there. I also use it to go and play football and to go to the dairy.

**Submitter details:**

Suburb = Other City = Lower Hutt

Regular visitor

Age group = 60 +

E 2702

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** The current one is just fine.I have riden a lot in France ,Itally,switzland and Spain and all use this layout in may places.The road is wide as anyone who can drive would want.You need to be away from moving cars and walking people I ride at 30 K as an average so cannot in a hurry.

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 50-59

E 2704

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to original road as cycleway is dangerous. So much so that only the few use it at their peril. endangers cyclists, motorists and pedestrians.

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 30-39

E 2705

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I am a truck driver regularly in island bay and this walkway is a huge inconvenience and health n safety hazard! I recommend the OPTION E: The Island bay residents association and business association!!!

**Submitter details:**

Suburb = Strathmore Park City = Wellington

Regular visitor

Age group = 40-49

E 2707

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return the parade to the way it was prior to the cycleway going in - there have been more accidents on the parade since the inclusion of the cycleway - the community would like it to go back to the way it was and the council should honour those wishes

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 60 +

E 2708

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option E - IBRA and business reps recommendations

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 50-59

E 2709

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C just makes the most sense to me in terms of the options - it seems the safest and most cyclist-friendly solution.

**Submitter details:**

Suburb = Miramar City = Wellington

Occasional visitor

Age group = 30-39

E 2710

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2712

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** There is no problem to be solved here. I would actually prefer to leave it as it is through the shopping area. Spend no money not solving a nonexistent problem.

**Submitter details:**

Suburb = Houghton Bay City = Wellington

Resident

Age group = 40-49

E 2713

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Safety and I think cycleways need to be raised from the road.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2714

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Back to its original state

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2715

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Seems strange to change the design so soon (might be wiser to wait and analyse the issues better - a lot of this seems to be people struggling with change), and certainly makes no sense at all to change it back to the original design. If people claim that this was a waste of money, it will be even more of a waste of money to revert back. As a cyclist and father of a daughter who's cycling to SWIS, I think it's important to offer safer options - hence my choices.

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitor

Age group = 18-29

E 2716

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:** N

**Submitter details:**

Suburb = Miramar City = Wellington

Occasional visitor

Age group = 18-29

E 2717

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Having seen the way that separate cycle ways in between parked cars and the footpath work in Europe, I believe that this layout can work with more investment than painted lines. More traffic planning and infrastructure must be invested in than the current options.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2718

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Change it back to the way it was before (with the flush median) and make the painted on cycleway a tad wider

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2720

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Would prefer the cyclists to be separated from the cars .

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2721

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back how it was in accordance the proposal of the Island Bay residents association and Business Reps. Option E

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 2722

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** Please do not lose parking

**Submitter details:**

Suburb = Other City = Sydney

Other

Age group = 40-49

E 2724

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back the way it was prior to Celia Wade Brown and her council decided to vandalise the Parade!

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitor

Age group = 18-29

E 2725

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I believe a protected cycle path is important

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 18-29

E 2726

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = Yes - Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

**COMMENTS:**

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = Under 18

E 2727

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** Because A is dangerous

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 40-49

E 2728

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Safest for cyclists, most room for both cars and bikes.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2729

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 30-39

E 2731

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I'm choosing what is safest for my family to cycle. Keeping it kerbside will allow my children to cycle safely to the Island Bay Primary School.

Furthermore, I'd like to respect the Love the Bay process and REJECT any option that was not an outcome of the process.

**Submitter details:**

Suburb = Roseneath City = Wellington

Regular visitor

Age group = 50-59

E 2732

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Mount Cook City = Wellington

Occasional visitor

Age group = 18-29

E 2734

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Seems the safest for both drivers and cyclists

**Submitter details:**

Suburb = Other City = LLower Hutt

Other

Age group = 60 +

E 2735

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** As a cyclist who lived in Island Bay from 1994 to 2006 I know the area well and have chosen option C because: 1. it will provide a wider safety margin for cyclists, reducing risk of horizontally parked cars (Option A) not checking rear view before opening car door, and of angle parked cars (Option B) backing out into the cycle lane; 2. Will give motorists & bus drivers greater space & visibility. 3. Safe for pedestrians, skateboarders, kids on scooters, older folk with mobility scooters, and dogs. 4.Design uncluttered and will merge easily with traffic flows onto Adelaide Rd which currently does not have a cycle way. A win win for all. I would like to congratulate former Mayor Celia Wade Brown for initiating this project, and the team who led the consultation process and analysis of designs. It's future-focused and models community-led action for a sustainable, resilient future Pam Crisp (environmental educator)\

**Submitter details:**

Suburb = Hataitai City = Wellington

Occasional visitor

Age group = 50-59

E 2737

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to original road layout without loss of carpark, as preferred by Island Bay Residents' Association. The road was wide and safe before WCC messed with it. Current design is a safety nightmare. We have had close call with cyclist swooping onto road from behind a bus stop. PAINT IT BACK.

**Submitter details:**

Suburb = Other City = Wellington

Occasional visitor

Age group = 40-49

E 2741

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Option B and C are more safe.

**Submitter details:**

Suburb = Island Bay City = Wellington

Local business owner

Age group = 40-49

E 2742

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** GET THE PREVIOUS LAY OUT ,PAINT IT BLACK AGAIN OPTION E BUSINESS AND RESIDENCE

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2743

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Because it's the most effecient and cost effective and the best way the road should be - so don't know where you got the design we have now - and god knows how much you must have paid for it - never mind the actual cost involved / that person needs to go back to design school or have his or her head read

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2744

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Remove the cycle ways from The Parade and put carparking back against the curb.  
Have cyclists use Clyde St and then in Section 2 keep them off Adelaide Road.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 50-59

E 2745

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2747

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put back to what it was

**Submitter details:**

Suburb = Other City = Lower Hutt

Regular visitor

Age group = 50-59

E 2748

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Need revisiting for more choices other then the four presented.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 60 +

E 2749

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as proposed by the Island Bay Residents' Association.

I often go through Island Bay to the shops and to visit my daughter and grandchildren. I find the road a dangerous and confusing mess, more so at night. The Parade was much more attractive, pleasant and safer to drive on before. There also appears to be a lack of cyclists most of the time.

At great expense W.C.C. has turned one of the safest roads for cyclists in Wellington into a road that is not safe for cyclists, drivers and pedestrians.

The residents association proposal is the most logical and obviously the cheapest.

**Submitter details:**

Suburb = Northland City = Wellington

Regular visitor

Age group = 60 +

E 2752

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Option C is the best, with one or two tweaks. A is no good at all

**Submitter details:**

Suburb = Other City = Porirua

Regular visitor

Age group = 60 +

E 2755

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as per Island Bay Residents Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2756

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I prefer an option that keeps the cyclists separated from the motorists. I accept that the current layout is not suitable though, because it left the traffic lane too narrow.

**Submitter details:**

Suburb = Ngaio City = Wellington

Regular visitor

Age group = 18-29

E 2757

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 60 +

E 2758

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 50-59

E 2759

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association

**Submitter details:**

Suburb = Maupuia City = Wellington

Regular visitor

Age group = 30-39

E 2760

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Te Aro City = Wellington

Regular visitor

Age group = 50-59

E 2761

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C best aligns with the Love the Bay objectives, Council strategy and NZTA requirements.

Option C

- works best for all ages and abilities

- reduces risk for everyone

- improves amenity

- provides the best option to make cycling safe and attractive

- removes risk from angle parking at the shops

- will be popular.

Bring it on.

**Submitter details:**

Suburb = Thorndon City = Wellington

Regular visitor

Age group = 18-29

E 2762

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I don't like change

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2763

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Options B and C seem the most cycle friendly of the options on offer.

**Submitter details:**

Suburb = Ngaio City = Wellington

Regular visitor

Age group = 30-39

E 2764

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Physically protecting cyclists from moving traffic is the safest. It greatly reduces the chances of a door opening in front of them (all cars have a driver, but not all cars have passengers) and reduces the impact of a dooring (most door injuries are the result of the cyclist being pushed into traffic and being hit).

**Submitter details:**

Suburb = Other City = Lower Hutt, Wainuiomata  
Regular visitorLocal business owner  
Age group = 40-49

E 2765

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.  
2nd =  
3rd =  
4th =

**COMMENTS:** Option E - Island Bay Residents Association and Business reps proposal.

I'm a commercial truck owner/driver and driving down the Parade is a nightmare trying to pass other large vehicles, buses, 4 wheel drive. It'll get worse with the double decker buses as we have to stop to let each other pass now.

I'm also a supporter of local businesses and feel that removing carparks will definitely be detrimental to their businesses as there'll be less foot traffic. Many of these small businesses wont survive. You'll kill them. Not sure if WCC want that on their conscience!?! Or whether the locals will get even more pissed off with WCC than they are now.

There are better options and the previous design never had the safety issues the IBCW design has introduced.

**Submitter details:**

Suburb = Tawa City = Wellington  
Occasional visitor  
Age group = 18-29

E 2766

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements  
2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level  
3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements  
4th = Yes - Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

**COMMENTS:** I think a big problem with bikes on the kerb side is vehicles pulling out of their driveways. With a cycle lane on the road side cars can stick their nose out into car park width and get view without going over cycle lane.

I also prefer option A as I am a road cyclist and the other designs I think some road cyclist would still prefer the road.

I like the seperation from parked cars, but does the narrow road mean cars/busses would pass really close to cycle thus deterring people cycling as they don't feel safe?

My second option I think is the safest and also means you can overtake slower cyclists if needed - I think option B cycleway is too narrow. Although i think a proper barrier is what the current design always needed.

There seems to be quite a few parking spots removed, which I know will annoy some people.

I like the raised intersections at connecting roads.

I also think it is fine as current with cyclists going down middle of road in town centre. Down side of option A is cars are always going in and out through town centre so is dangerous, so I do like kerbside cycleway through town centre (if cyclist going down middle of road is not an option - I guess this doesn't work for children? Both kerbside and still bike signs in middle of road for faster cyclists?)

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2767

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E- Island Bay Residents association/business association option. Although the general speed limit on the Parade should be kept at 50 KPH and 30 thru the shopping centre.

Note: this option was agreed to by WCC after I had made my original submission. My first choice is Option E and second option is A.

**Submitter details:**

Suburb = Vogelstown City = Wellington

Regular visitor

Age group = 60 +

E 2768

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I would like to see a cycleway continue: having safe and separated travel options is more and more the way to be going and certainly the way to be going if we are thinking about our children. I certainly find it much safer and more pleasant to be cycling on the cycleway than away from it. As to favoured options, I think all of Options B-D are better than Option A and certainly much better than Option E. I live in Vogelstown, close to Island Bay and Island Bay is one of my most visited suburbs and where I do quite a bit of shopping, and I use the cycleway from time to time so I see myself as an Island Bay stakeholder. I don't think that Island Bay residents are the only stakeholders in this consultation.

**Submitter details:**

Suburb = Other City = porirua

Regular visitor

Age group = 50-59

E 2769

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** put it back the way it was! try not to spend more than \$10,000,000 doing this!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2770

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return the Parade to the way it was restore the bus stops and kerbside parking

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 60 +

E 2771

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I believe that the intent behind the present design is based on international best practice. The cycle way has to now be more clearly defined, and what you propose sounds good. An alternative, is using rubber gromet dividers (from old tyres) that a Canterbury company is marketing.

Car drivers feel constrained to travel more slowly with the present layout, which is a good outcome. All residential areas should have a speed limit of 30km/hr. Main arterial routes could have higher speed limits when all kerb side parking is removed and public transport and separated cycleways are provided. for.dequate manner.

**Submitter details:**

Suburb = Other City = Brisbane

Regular visitor

Age group = 30-39

E 2772

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2774

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I simply wish to see a return to what we had. It was safe, cyclists could be seen, it didn't make The Parade so narrow and didn't kill of local businesses.

**Submitter details:**

Suburb = Other City = Owhango (previously Berhampore)

Other

Age group = 50-59

E 2775

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Supporter of protected cycle lanes and believe this is the way to increase numbers cycling

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 30-39

E 2776

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Back the way it was in the first place

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2777

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2778

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I fully support the option now known as Option E presented to the resident's meeting by the Island Bay Residents Association and business group on Monday July 31. That option, which effectively turns our main road, The Parade, back to the way it was pre the cycleway debacle, a process which will cost a small fraction of our hard earned ratepayers' money of the four outlandish and unnecessary options being peddled by council staff, consultants and a few councillors.

**Submitter details:**

Suburb = Roseneath City = Wellington

Regular visitor

Age group = 50-59

E 2779

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** A separate protected bike lane is vital. IB has a great range of ages, many who need protection to feel safe. Enhanced pedestrian to cycle separation would be great.

Children especially to start healthy life practices.

A great prototype for some real commuter routes.

Reclaim streets for people on foot and cycles.

Environmental progress is also vital

**Submitter details:**

Suburb = Oriental Bay City = Wellington

ResidentRegular visitor

Age group = 60 +

E 2780

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** There was nothing wrong with it in the first place.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 30-39

E 2781

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2782

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association. I am opposed to losing more carparks both on the parade and he business precinct. I cylce the parade most days and never felt unsafe with the old set up. The other options feel like throwing (a lot) of good money after bad. My children learned to ride on the foot paths of IB without any concern

**Submitter details:**

Suburb = South Gate City = Wellington

Regular visitor

Age group = 40-49

E 2784

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer Option E proposed by the Island bay Residents Association t return the road to it's previous layout without removing more carparks. Council have again NOT listened to local residents in the consultation process.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2785

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please reinstate what we originally had in island bay.

**Submitter details:**

Suburb = Other City = Lower Hutt

Occasional visitor

Age group = 50-59

E 2786

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I'm looking for the best option for improving things for walkers and cyclists. Option A put riders back out with the cars/trucks/buses - which is worse than the current design. I prefer option C raises cyclist a wee bit which gives a permeable physical demarcation between the cars/buses and cyclists and walkers.

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 40-49

E 2787

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** The current situation is really badly laid out. Put it back to the way it was with a cycle lane the same as most other areas in nz

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 30-39

E 2788

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Back how it was. Cas park at curb. Add painted cycle lane on road side of cars - like it was south of the village before the changes.  
No removals of car parks, especially not in the village stretch

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2789

**COMMENTS:** I always believed that just painting the road is useless. There must be a physical barrier to stop cars and buses entering the cycle lane altogether.

**Submitter details:**

Suburb = Oriental Bay City = Wellington

Regular visitor

Age group = 30-39

E 2790

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Lower Hutt but visit family and friends in Island Bay  
Regular visitor Occasional visitor  
Age group = 50-59

E 2791

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.  
2nd =  
3rd =  
4th =

**COMMENTS:** put the parade back to how it was . this dangerous experiment been a huge waste of money.

**Submitter details:**

Suburb = Island Bay City = Wellington  
Resident  
Age group = 50-59

E 2792

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements  
2nd = I don't have a second most preferred option and therefore don't wish to rank the other options  
3rd =  
4th =

**COMMENTS:** Option A without a reduction in parking in the shopping area, reduce the 'safety strip' to .5m

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2793

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I have lived in Island Bay for over 16 years and do not feel that the "improvements" brought in by Council over that time have been very helpful at all. The roundabout at Dee St is a good example: it made a perfectly understandable and reasonable intersection become a bit of a crapshoot. However, that pales into insignificance compared to the IB "cycleway" that has narrowed what was once the widest street in Wellington, has incomprehensible road markings, and moved cars out into the middle of the roadway where they always seem to be heading straight towards oneself. And they took away my Tamar St bus stop!! I have no confidence in Council at this point: they completely botched up the previous effort, what is to prevent history repeating itself?

I selected Option A because it seems to be least offensive of the four options offered. And possibly we might get our nice wide street back a little bit. I am utterly opposed to the other options because they just repeat the previous errors. Certainly not worth the extra \$2+ million they will cost. Not to mention the horrid disruptions to traffic while they are being put in place!

I won't say Council has ruined IB, because I think it is the nicest Wellington suburb. But they sure haven't improved it with their tinkering and I shudder to think of the future. Please leave our suburb alone and spend our money somewhere else! I don't trust you at all!

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentOther

Age group = 40-49

E 2794

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** option E - as indicate by island bay community is my preferred option.

Option a but without the removal of 57 car parks. There is no need for a 3 metre offset if the cycle way is not curb side.

Removal of angle parking will kill the shopping centre

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2795

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association and Business Association

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 60 +

E 2796

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** It is time to get rid of the cycle way

Itsconcept was floored it is poorly used and a significant for walkers and motorists alike

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2797

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Having young children, we've found that not traveling alongside moving vehicles we are far less exposed. Visibility by vehicles looking to turn into driveways is a concern but feels less risk than vehicles backing out onto the parade (where, if lane was roadside, visibility would be affected). Having a raised buffer will also reduce chance of younger cyclists scraping parked cars

**Submitter details:**

Suburb = Brooklyn City = Wellington

Resident

Age group = 60 +

E 2798

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** 2way cycle path on one side of street, directly adjacent to the walkway taking space from it, not the road or parking area.

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitor

Age group = 40-49

# E 2799

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option A is dangerous for cyclists - they are not protected from the traffic in any way.

I would much prefer the cycle way to be separated from the traffic, so that I can feel safe allowing my children to ride along the cycle way, which is what happens in most other countries with proper cycle paths.

I like all of options B,C and D since there is a physical barrier between the cars and the bikes. There needs to be a gap between the parked cars and the bikes to avoid bikes getting hit by car doors.

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Occasional visitor

Age group = 30-39

# E 2800

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I would be happy with C, B or D as they all keep the cycleway between parked cars and the footpath. This physical separation from moving traffic is the critical safety feature that will enable people of all ages and abilities to ride a bike in comfort.

I don't often ride through Island Bay, but when I do, the momentary reprieve from having cars whizz past beside me is a real joy. I can't wait until more of our streets are like this. The evidence overwhelmingly shows this will get more people on bikes and improve our transport system for everyone.

I chose Option C first as I like having the cycleway slightly raised above the road (for visibility), and because adding a bit of width to the road through the residential zone seems a good idea to address concerns around narrowness.

I suggest that the cycleway should be made slightly lower than the footpath and safety strip, with a small curb. This would help to accentuate the separation, while still allowing for diversions if necessary to avoid a crash or to safely overtake another rider.

Option B is a very close second given it is so similar to Option C.

Option D is a more distant third as adding the media strip seems unnecessary and a wasteful use of space, at the expense of pedestrians. I also think the angle parking in the business zone is problematic and would much prefer more space for people.

I believe Option A is unacceptable as it lacks the critical safety feature of physical separation from moving traffic. Returning to this will fail to deliver on WCC's cycling objectives and be a huge step back for Wellington while other cities like Auckland race ahead on cycle-friendliness and liveability.

E 2801

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/business recommendation

E 2802

**Submitter details:**

Suburb = Khandallah City = Wellington

Occasional visitor

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents/Business Association

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 40-49

E 2803

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - The Island Bay Residents Association & Business Association Proposal.

**Submitter details:**

Suburb = Berhampore City = Wellington

ResidentRegular visitor

Age group = 50-59

E 2804

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - The Residents Association and Business Representatives proposal.

1. Reseal The Parade approx cost \$280,000 based on council figures for 2016 where they spent \$9.5 million resealing 68km of road.
  2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put in and re-kerbing approx half a kilometre of The Parade.
  3. Put unmarked car parking back against the kerb, no markings equate to more car parks.
  4. Clearly paint using green or another colour, a cycleway on the roadside of parked cars, increasing the width by half-a-metre from the original cycleway design.
  5. In the shopping centre retain the current shared space and car parks.
  6. Look at reducing the speed limit along The Parade.
  7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
  8. Retain pedestrian crossings on The Parade.
- To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2806

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option a is unsafe for bikers young and old, and does not meet NZTA guidelines

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2807

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E at the meeting Monday night option E was recommend by the IBRA residents and business Association . This option E is my preferred option. Put it back how it was.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

ResidentRegular visitor

Age group = 18-29

E 2808

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/Business Association proposal.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2809

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I have considered all four options but do not support them. I support Option "E" which was submitted at the Island Bay Resident's Association meeting on Monday 31st July 2017. This is the original cycle way with a marked safety strip for motorists to exit their cars safely.

Option "E" is the closest to your Option "A" with the cyclists being on the roadside of the planned parking. My concern is the removal of 40 car parks. There is no need for this but in some exceptional cases. The parking could be slightly smaller to allow a clear area for cars leaving their houses to have a clear vision of both cyclists and road traffic.

Business zone "Option A" – There is not enough room to have a separate Cycle Lane. This area should stay the same as originally. If 17 car spaces are removed this will help to have shops closed because of less customers. This is the vibrant centre of our Community and we require more car spaces not less!

Many cyclists openly say that if we do not support Option "C" or "D" we are against cycling, this is not true. I was a cyclist for over 40 years and support having a safe space for cyclists. At least twice daily I travel along The Parade and my observation is there are very few cyclists. I understand there are approx 35 – 40 cyclists who commute to work, which I support. The kerb side cycle way means that the traffic cannot clearly observe these cyclists, some cyclists go at the car speed limit and this is not safe – they need to be on the road side for their safety and foot traffic.

I strongly do not support a shared footpath. A cyclist abused me for standing near the marked cycle way, outside "The Empire", when I was waiting to let him pass safely. I have a walking disability and would be unable to move quickly enough if in the way of a cyclist. Option "B" with a proposed raised concrete traffic island between the cycle way and parked vehicles is very unsafe for the young, elderly and people with disabilities. They could easily trip on this strip. I do not support people that do not use The Parade being able to help make this decision. You should be an Island Bay Resident, or regular visitor.

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitorOther

Age group = 30-39

E 2810

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Change it back to the way it was before!!! We've already seen 1 business close down and more recorded accidents than before these changes were made.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2811

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I want option E as described by the island bay residents association!

My main objection to option a is the removal of all the additional car parking, particularly at the shops. The parade wasn't unsafe before we had the cycleway, as evidenced by nztas stats, so no need to remove parks if you put it back!

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Occasional visitor

Age group = 30-39

E 2812

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 2813

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I feel safe on the cycleway and use my bike more

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 2814

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Regular visitor

Age group = 30-39

E 2816

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to how it was before project started

**Submitter details:**

Suburb = Wadestown City = Wellington

Occasional visitor

Age group = 60 +

E 2817

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** In my work I have attended a fatal cyclist accident caused by the driver's door of a ute being opened in the path of an oncoming cyclist. The cyclist swerved out and was run over by a following truck. Anything less than a protected cycleway is unsafe.

**Submitter details:**

Suburb = Johnsonville City = Wellington

Regular visitor

Age group = 40-49

E 2818

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I don't like Option A at all. It is unsafe. Roadside bike lanes don't give cyclists enough protection from traffic and makes cycling feel less safe and less comfortable

**Submitter details:**

Suburb = Berhampore City = Wellington

Resident

Age group = 60 +

E 2819

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** It's a mess and a waste of money changing what was originally a safe system .... put it back to what it was and stop wasting rate payers' money.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 30-39

E 2820

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I like the cycleway and think we should make it better.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2821

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it all back the way it was originally. It was safer the original way & is sooo dangerous in it's current state. A few times I have nearly hit cyclists when opening my passenger door or pulling into a park. The speed humps are a joke, they don't do anything. We lost car parks especially outside the medical centre. Put them back!!

Just save all the hassle & complaints & put it all back to how it was originally. And admit it is a joke as it is sooo dangerous & was a big mistake to do it. Thanks.

**Submitter details:**

Suburb = Mornington City = Wellington

Regular visitor

Age group = 60 +

E 2822

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Option A is recommended for safety reasons. The other options, B,C and D have serious issues around vehicles entering or crossing the Parade at intersections. When other vehicles are parked near these intersections, being so far out from the footpath visibility in regard to traffic on the Parade carriageway is seriously restricted.

**Submitter details:**

Suburb = Aro Valley City = Wellington

Regular visitor

Age group = 60 +

E 2823

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Option 'A' is safer for all concerned.

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Regular visitor

Age group = 60 +

E 2824

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer that Island Bay Parade be restored to the way it was before any cycleway was proposed; ie the status quo ante. Cyclists could use the carriageway subject to the road rules or, if safety is an issue, cycling could be banned.

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 50-59

E 2825

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd =

3rd =

4th =

**COMMENTS:** There are a number of enhancements recommended by Cycle Aware Wellington and option C, I select this option

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2827

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** People who are currently afraid of cycling among the hostile motor vehicle dominated Wellington streets should be able to cycle fully separated from fast moving motor traffic. Painted cycle lanes such as option A, which position people cycling centimeters away from fast traffic with only paint for separation are a failed type of design which is never feels safe enough for children or other vulnerable people. The vast majority of New Zealanders do not cycle regularly for transport mainly because of a fear of motor traffic. Through the 1990s and 2000s, New Zealand has installed many kilometers of painted cycle lanes. These have done little to nothing to grow the number of cycle journeys in New Zealand. People cycling are not in cars. They are vulnerable street users like people walking are. It is unfair to provide hard concrete separation for people walking while providing only paint for people cycling. One reason why New Zealand has a much lower rate of cycling than many European nations, is because separated cycle paths along highways and main urban and suburban roads are rare in New Zealand, while these are much more common in Europe.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2828

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association /Business Association.

The Parade is probably the last street in Wellington that needed a Cycle lane due to its width and unobstructed view. The current arrangement with its gross road markings and congested carriageway has destroyed a beautify part of the City. There was no safety issue that needed to be addressed.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2830

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I chose Option B as it makes a clear separation between cyclist and cars and between cyclists and pedestrians. My only concern with B is with the removal of angle parking at the shops.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2831

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I support Option E; The Residents Association and Business Reps proposal.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 2833

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Tawa City = Wellington

Occasional visitor

Age group = 40-49

E 2834

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** It's more pleasant cycling separated from cars, particularly when they don't want to slow down for anything. It's good to see families using the existing separated cycleway, most people won't feel comfortable taking their kids cycling on a main road like this without its protection.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2835

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would prefer that the council leave the cycle way as is until there is actual evidence that it poses a problem. I do not support the council pandering to a few loudmouths like Ms Greco without solid evidence that there is a problem. If one of the previous options is to be selected, Option B, however, without the fancy curbing. Please have a look at what Christchurch council has done along the cycleway on Ilam road. (pre-cast curbing with plastic tubes).

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 30-39

E 2836

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as presented by the Island Bay Residents Association to bring the Parade back to the former state it was in before the Cycleway shenanigans commenced.

## Attachment to online submission 2936

Levin 5510

7<sup>th</sup> Aug 2017-08-07

To whom it may concern

I wish to submit in favour of optimum progress on the Island Bay Cycleway, since I have children and grandchildren, and friends living in Island Bay.

Much effort has gone into this already, and it makes sense to get it right.

The conflict about the cycleway I see as mainly generational. I am an older person, supporting the needs of young families into the future; they *are* the future.

Climate Change seriously clouds 'tomorrow' for our young people. In a way that I don't think the older generation can understand. Young people, anxious to do what they can, are committing to climate-friendlier lifestyles, including cycling. With the huge increase in diabetes and obesity, they're finding creative ways to keep fit and healthy; cycling to work, etc, is a part of that. With the increasing disintegration of community life, progressive young families are re-engaging in physical and community activities instead of being addicted to their screens; cycling is part of that.

They hold the future in their hands. They deserve to be safe.

My (babyboomer) generation lived the healthy lifestyle that many of our young people now seek. Our burden was the atomic bomb, which should afford us empathy with young people burdened today by the threats of Climate Change.

The population has more than doubled in New Zealand since I was young, and it continues to grow rapidly. This puts great strain on seminal roadways, particularly in natural disasters such as earthquake & tsunami threats. Cycle-ways and pathways will afford more people a means to safety while traffic jams block the road.

During my lifetime I've witnessed protests by ratepayers, and by people who resist progress - especially change in their own backyard. They make a lot of loud noise; more than represents their numbers. They protest about wonderful projects that councils fortunately go ahead with; swimming pools, stadiums ... The Island Bay Cycleway is such a wonderful project. Do it. Choose Option C and do it well. Make Wellington proud, and Island Bay a progressive place to live and visit.

Regards

**Submitter details:**

Suburb = Other City = Levin

Regular visitor

Age group = 60 +

E 2936

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I ranked in order of safety. Option A is not safe enough.

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 40-49

E 2938

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** This by far feels like the safest option.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2939

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I want the original layout to the Island Bay Parade reinstated, where the road was wide enough to accommodate cars, cyclists, pedestrians and vehicle parking. A shared space for all.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2940

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 30-39

E 2942

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I lived in Amsterdam and Copenhagen. I know what great looks like for cyclists. We need to shift our behaviour away from the reliance on cars. That's for the generation of yesterday, not for tomorrow.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2943

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E : The Residents Association and Business Reps proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2944

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please put it back the way it was.

**Submitter details:**

Suburb = Ngaio City = Wellington

Occasional visitor

Age group = 40-49

E 2945

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Two way, cycle friendly

**Submitter details:**

Suburb = Te Aro City = Wellington

Occasional visitor

Age group = 18-29

E 2946

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd =

3rd =

4th =

**COMMENTS:** Safety of pedestrians and cyclists should take priority over car users. Car use will reduce over the next 50 years so we should prepare our roads and communities accordingly

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2947

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 2949

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = South Gate City = Wellington

ResidentRegular visitorLocal business owner

Age group = 40-49

E 2953

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** We love our original road , more safe then what it is now , please give back our original road .

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 2954

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return it back

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2957

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I am a keen cyclist who has been living on The Parade on and off for over 15 years(I now live here permanently, I like it here). I also drive a car and walk. I am a very confident city cyclist, and I have been driving for many years. But I find the design of the current cycle way is dangerous. It is not a design that is suited to a residential area with many residential driveways and a small community area of shops. Visibility is decreased due to the cars parked in blind spots (generally before getting onto the kerb at that vital moment - either on a bike or in a car you can't see past parked cars!!! Worse than it was before the cycle way) And the old road markings have not been addressed. On a wet day, the old road markings are especially visible through the wetness making it very confusing for everyone (I have experienced at least 2 accidents outside my house in the last 18 months due to this). Cycle safety for kiddies is very high on my list, so I get it that some people feel safer with their wee ones on the current cycle way. But....I fear we are teaching them bad habits if we don't get this right. Especially given that cyclist have the 'proposed' safety of the cycle way on the thoroughfare through Island Bay, then: get to the bays, Berempore, Newtown etc and you're on your own (which is why the kiddles ride on the footpath - still do). Would it not be better to start a campaign based on safe cycling practices in urban environments geared at educating kids, adults alike whether they are in a car on a couple of wheels. Integrating all forms of transport in an inclusive manner...so my idea is to make it mandatory to implement a cycle safety program in primary schools based on a licencing / reward system (kids earn their licence).

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2959

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put the cycleway back the way it was.

**Submitter details:**

Suburb = Woodridge City = Wellington

Occasional visitor

Age group = 40-49

E 2960

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C is the safest option. It provides for protection by raising cyclists up. It avoids feeling like you're stuck on a pre-defined route with no option to pass and no option to deal with people crossing the cycleway.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2962

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:** I like option B because there is separation of the cyclists from the traffic and also the cycleway is at a different level from (below) the pavement. If at the same level as the pavement I think pedestrians are more likely to end up in the cycle way resulting in collisions.

**Submitter details:**

Suburb = Aro Valley City = Wellington

Regular visitor

Age group = 40-49

E 2963

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Cycling without any demarcated separation between myself (& children) and traffic, particularly buses, has been terrifying and dangerous. The only thing preventing serious 'accidents' has been my making us as visible as possible & still traffic come way too close. It'd be fantastic if there was a curb or barrier of sorts to increase cycling safety

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 30-39

E 2964

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

E 2965

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2966

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The original layout please

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 2967

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to the original configuration - before the new changes.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 18-29

E 2968

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Island bay was fine the way it was cyclists only need one side of the road not both. And the way it is now is so dangerous unnecessary and confusing

**Submitter details:**

Suburb = Khandallah City = Wellington

ResidentRegular visitorOther

Age group = 18-29

E 2969

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E: Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Thorndon City = Wellington

Occasional visitor

Age group = 30-39

E 2970

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option B

Also this system of voting is broken and silly

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2971

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Options C, B and D provide full separation of cyclists from moving traffic. It is simply unacceptable to build bike infrastructure that does not provide for all ages and abilities where there is adequate space to do so. I have two children aged 8 and 11. Option A would not be suitable for them and would be a massive step backwards if the council is at all serious about growing the number of people cycling. Option A does not adhere to NZTA guidelines and doesn't even allow for a 1.5m safe passing distance between bikes and cars as per the road code. I prefer Option C because it will provide the most comfortable cycling experience by allowing cyclists to use the buffer zone and footpath to manoeuvre if necessary (and only when it is safe to do so). However, I would not object to the Option D business zone angle parking arrangement being used with Options C or B if it helped to placate business owners.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 40-49

E 2973

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Wgtn Roads are narrow as they are. They were built for cars, not cycles. To shop in the township you require parking & shouldn't have to consider other suburbs due to straight out not wanting to go near Island Bay as nothing is safe about today's current layout. Even lost parks outside the medical centre where we go due to bring sick and not wanting to park streets away

**Submitter details:**

Suburb = Other City = Lower Hutt

Other

Age group = 18-29

E 2974

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** As it was please as IBRA suggests

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2977

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Separate cyclists from motor vehicle traffic.

Great to see cycleway elevated at intersections and that it is straightened.

I don't feel there is a need to continue the cycleway through the shopping centre as it is a low speed zone.

**Submitter details:**

Suburb = Kelburn City = Wellington

Occasional visitorOther

Age group = 18-29

E 2978

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option B; or alternatively remove parking off of one side and provide two way cycle lane. Maximising the capacity and feeling of safety on core cycle routes into the city to ensure that there is a viable 'cycle highway' as an alternative to driving or public transport.

I would love to see something similar along Glenmore St/Tinakori Road/Bowen street as I would cycle to work in a heartbeat if I felt safe along those streets.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 2979

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 18-29

E 2980

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 2981

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option A, C, D

I hate option b

**Submitter details:**

Suburb = Wellington Central City = Wellington

Regular visitor

Age group = 18-29

E 2982

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Having lived in the Netherlands I have witnessed and used option B on a daily basis and can attest for its practicality (I do acknowledge that Wellington and Amsterdam are incompatible as cities however Dutch case studies should be used as a guide). The added curb not only adds a visual barrier differentiating the footpath, curb and road but also a physical one as well. I also feel that coloring the bike lane is integral in reinforcing the defined areas. Merely painting lines will not suffice as it just adds the the many lines that are already on the road.

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Occasional visitor

Age group = 40-49

E 2983

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Successful cycleways must have physical separation from the main carriageway to engender a sense of safety for cyclists. Option B provides this with the raised berm which prevents parked cars straying into the cycleway, as currently happens, and provides a buffer against opening doors. Option B also achieves grade separation from the footpath which should help to prevent pedestrians inadvertently straying onto the cycleway. I like Option C for the same reason, if the version in which the grade of the cycleway lies half way between the carriageway and the footpath is adopted.

**Submitter details:**

Suburb = Other City = New Plymouth

Regular visitor

Age group = 60 +

E 2984

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. Island Bay Residents Association/Business recommendation

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 2985

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Protected from vehicles by kerb, and clear delineation from pedestrians by grade separation.

I consider that the options with pedestrians and cyclists at the same grade without any physical separation is likely to create conflict. This preference could work if there was a further grade separation between cyclist and pedestrians, or some other form of barrier

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Occasional visitor

Age group = 18-29

E 2986

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** From previous experience, riding in a dedicated and completely separate cycle lane (with elevated barriers) feels the safest and most enjoyable.

This is better than a bike lane shared with the footpath, as on a footpath you still have to be aware of children scootering, running (etc) onto the green lane.

**Submitter details:**

Suburb = Other City = Auckland

Occasional visitor

Age group = 40-49

E 2987

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C is clearly the best - it provides the safest and most comfortable option for people on bikes. This is the paramount consideration - everything else is secondary. For example, parking is often cited as a concern in projects like this. But if safety and comfort of cyclists is compromised, even slightly, to allow car parking to be retained, that is completely inappropriate and totally at odds with the goals of this project. It elevates the rights of someone to store their private property in a public space over the rights of someone else to get from A to B without getting injured or killed. So parking (and other issues) should only be factored into the equation once the highest quality, safest and most comfortable cycle lane design has been determined. Option C comes the closest to the optimum design based on international best practice. Option B and D are okay, but still represent a compromise. Option A is unthinkable and should not even be part of this consultation. It would be an enormous retrograde move and would put Island Bay and Wellington even further out of step with progressive suburbs and cities than they already are. So please, prioritise people on foot and on bikes, and if that makes things less convenient or comfortable for people in cars, so be it. In fact that is a desirable outcome - the worse the experience for people in cars, the more will switch to other modes, leaving fewer cars on the roads and everyone getting to where they need to go more quickly, safely and conveniently.

E 2989

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return back t9 original

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2990

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

- COMMENTS:** 1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.  
2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.  
3. Put unmarked car parking back against the kerb, no markings equate to more car parks.  
4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.  
5. In the shopping centre retain the current shared space and car parks.  
6. Look at reducing the speed limit along The Parade.  
7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.  
8. Retain pedestrian crossings on The Parade.  
To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Other City = Auckland

Occasional visitor

Age group = 30-39

E 2991

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** We need safe cycleways around the city

**Submitter details:**

Suburb = Other City = Coromandel

Regular visitor

Age group = 60 +

E 2992

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 30-39

E 2993

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 2994

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Melrose City = Wellington

Regular visitor

Age group = 40-49

E 2995

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I'm quite pleased with the current setup and don't see the controversy. That said, each of the options B, C and D are good.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2996

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** The council gave us a solution we didn't want to a problem that didn't exist. The process the council to force the cycleway on us who live in island bay was an abomination and it ruined what was once a beautiful broad boulevard. As a regular cyclist and am not anti cycle safety, just anti what the council forced on us. While none of the options are truly satisfactory, option A is the only one that gives Island Bay back something close to what we lost.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 40-49

E 2997

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 2998

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option C - One-Way Separated Kerbside Cycleway - Above Road Level

**COMMENTS:** Our preference, as a long-term Island Bay residents, one cyclist, two drivers, pedestrians, and ratepayers is to largely leave the design as it is. Reseal the northern part of the Parade between Tamar and Dee Streets, remove the ghost markings, improve the sight lines for both drivers and riders at some of the intersections at the southern end of the Parade. Spend as little as possible and leave it alone. Given this is not an explicit option, I have gone for an enhanced status quo that seeks to balance the interests of all users. We do not favour returning to the past (the so-called Resident's Association option). This would be a retrograde step and should not be considered despite the self-righteous anger of a vocal minority who claim to speak for more people than they have a mandate from. My sense is that many Island Bay residents are either indifferent or tired of the whole debate. Wellington's traffic congestion will not be solved with roads, its not possible given the topography, what happens in Island Bay will set a precedent for what happens elsewhere in the southern suburbs where the need for compromise over tight space is even more complicated.

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Occasional visitor

Age group = 60 +

E 2999

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** The cycle lane must be separated from the traffic. A raised lane will more easily prevent parked vehicles from encroaching

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3000

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** C looks the safest for cyclists.

**Submitter details:**

Suburb = Karori City = Wellington

Occasional visitor

Age group = 40-49

E 3001

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Cyclists need to be protected from traffic. Really important to do this to protect from cars/doors opening etc. Need to encourage more cyclists by making all of Wellington more cycle friendly.

**Submitter details:**

Suburb = Aro Valley City = Wellington

Occasional visitor

Age group = 40-49

E 3003

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I like options B, C, and D much more than A. If we're going to spend \$4m, we might as well put in a little extra and get something safer that people will allow kids to ride on.

**Submitter details:**

Suburb = Aro Valley City = Wellington

Regular visitor

Age group = 40-49

E 3004

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Cycle lanes should have a physical barrier between itself and vehicles, be they parked or otherwise, otherwise vehicles encroach on the designated space, as witnessed with the current design and vehicles tending to park in the 'door zone' painted area.

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 50-59

E 3005

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 40-49

E 3006

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I prefer the raised away from traffic options first most as I think this will be safer for my children. Please do not return the road to how it was as it is unsafe for children cycling

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3007

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I support the option E as put forward by the island bay residents association. That is to return The Parade to as it was before the current cycleway was put in. Return the carparking that was removed and remove the speed humps and barrier sticks that have been installed. The only part that could / should be retained is the pedestrian crossings that have finally been returned after some 20 years absence.

E 3008

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I like the options that separate cyclists from cars. They are much safer and encourage a culture that treats cyclists with respect. I'm against options that put cyclists beside traffic lanes as they are far more dangerous for cyclists.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 50-59

E 3009

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I live in Owhiro Bay and prefer to cycle to Island bay to shop, option C appears to me to offer the safest solution for all users - car, bike and pedestrian. Safety is also an important concern for me regarding my children one who (the other will from from next year) travel through Island Bay to school by bike.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3010

**COMMENTS:**

# Attachment to online submission 2936

Levin 5510

7<sup>th</sup> Aug 2017-08-07

To whom it may concern

I wish to submit in favour of optimum progress on the Island Bay Cycleway, since I have children and grandchildren, and friends living in Island Bay.

Much effort has gone into this already, and it makes sense to get it right.

The conflict about the cycleway I see as mainly generational. I am an older person, supporting the needs of young families into the future; they *are* the future.

Climate Change seriously clouds 'tomorrow' for our young people. In a way that I don't think the older generation can understand. Young people, anxious to do what they can, are committing to climate-friendlier lifestyles, including cycling. With the huge increase in diabetes and obesity, they're finding creative ways to keep fit and healthy; cycling to work, etc, is a part of that. With the increasing disintegration of community life, progressive young families are re-engaging in physical and community activities instead of being addicted to their screens; cycling is part of that.

They hold the future in their hands. They deserve to be safe.

My (babyboomer) generation lived the healthy lifestyle that many of our young people now seek. Our burden was the atomic bomb, which should afford us empathy with young people burdened today by the threats of Climate Change.

The population has more than doubled in New Zealand since I was young, and it continues to grow rapidly. This puts great strain on seminal roadways, particularly in natural disasters such as earthquake & tsunami threats. Cycle-ways and path-ways will afford more people a means to safety while traffic jams block the road.

During my lifetime I've witnessed protests by ratepayers, and by people who resist progress - especially change in their own backyard. They make a lot of loud noise; more than represents their numbers. They protest about wonderful projects that councils fortunately go ahead with; swimming pools, stadiums ... The Island Bay Cycleway is such a wonderful project. Do it. Choose Option C and do it well. Make Wellington proud, and Island Bay a progressive place to live and visit.

Regards

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3011

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

Island Bay Residents Association/Business Association proposal.

Options A to D will destroy businesses and the local way of life by taking away more car parks when those that have already been taken away should be returned.

It is reported that huge costs and changes are required for safety. Spending this money and taking away the need for common sense and personal responsibility will not make a safer place long term. It used to be safe enough in Island Bay, but now there are so many distractions. The Parade is a major transportation route and it is irresponsible to make it into a recreational zone or cyclist training area - that is for parks and quiet side roads.

I cycle and I feel unsafe on the current cycleway because I understand other risks that did not used to be present rather than being blinkered to them as others seem to be. I also drive and walk The Parade and am adamant that it should be returned to the way it was. In an ideal world I would fully support the establishment of a segregated cycleway in a different location so it does not take away what we had previously and enables young children and new cyclists to use as a training facility that a few seem to think is a priority for the 'new cycleway' at the expense of so many other things.

\*\*\*\*

Further comment:

"Cycling is healthy, will save the planet, and this cycleway is safe because it separates us from cars" is reasoning that forms the basis of support for the cycleway, but it ignores many factors that make the cycleway bad in its current form.

Island Bay was an established suburb of residences and businesses as well as being a major transportation route for commercial vehicles and buses in addition to residents, which functioned well without significant accidents. By ramming in the new cycleway so that vehicle speeds are slower and parking is removed, the councilors, council engineers and cycling advocates fail to relate to the cumulative lost travel time and the real economic damage suffered by businesses who rely on casual parking to get custom and survive, unlike the council engineers who can dream up these idealistic airy fairy schemes and still get paid a ridiculous salary. There is no choice for the majority of users who suffer from this cycleway - there is no decent alternative route for vehicles and business customers will take their money elsewhere if convenient parking is not available.

I agree that cycling is physically healthy, but it is not mentally or economically healthy when it causes so much disruption in other ways. I struggle to find comments from supporters of the cycleway that address anything other than the health benefits, and those that believe it is safe are blind to the dangers of cars exiting or entering driveways that are focused on the main traffic stream and fail to see cyclists, turning vehicles that are surprised by cyclists appearing from behind parked vehicles, opening passenger doors, and drivers who are so confused by the proliferation of different safety messages, signs and markings. Nor does this address the dangers caused by quickly moving cyclists mixing with pedestrians (particularly children) on the shared footpaths. With its many driveways, intersections and businesses, and being the only direct route for trucks, buses, and residents, adding a segregated cycleway and expecting greater safety without disruption to existing services is ridiculous. The segregated cycleway should be on a side road.

The IBRA/BA proposal will permit slow and learner cyclists to ride in safety on the footpath, which is safer than now as they will not have the expectation of complete protection as they do now, drivers will just need to focus on the footpath and the road, the cyclists will stop at intersections, and there won't be the distractions to drivers of so many safety barriers and messages. Faster cyclists will be on the road and will not unsafely mix with pedestrians.

Fair weather cyclists use the cycleway but in poor weather many revert to other forms of transport so that must still be catered for. In poor weather cyclists are far less likely to give custom to local businesses, and without close parking neither will people with cars.

In summary, I fully support the establishment of a segregated cycleway, but in a different location so it does not take away what we had previously.

**Submitter details:**

Suburb = Tawa City = Wellington

Regular visitor

Age group = 40-49

E 3012

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Churton Park City = Wellington

Regular visitor

Age group = 60 +

E 3013

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

Island Bay residents/ business association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3014

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Te Aro City = Wellington

Regular visitor

Age group = 30-39

E 3015

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Good balance of safety for cyclists and convenience for motorists. The angle parking is more convenient for getting in and out.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 40-49

E 3016

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C is the best and safest design for all people using the Parade, whether they be on a bike, in a car or on the footpath. Options B and D are sound options too. I like that Options C and D increase the traffic lane width to 3.2m along most of the length of The Parade. I also think it's great that the three kerbside cycleway options (B, C and D) all have physical kerb separation from cars. Cars will have a kerb to park against.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3017

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Having a protected separated cycleway is essential to feel and be safe while cycling. Reverting back to the roadside option (A) would mean I would feel unsafe while cycling as it offers no protection.

E 3018

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 30-39

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

E 3019

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put back to old layout

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3020

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I don't want roadside bike lanes because they don't give cyclists enough protection from traffic and that's what makes cycling feel less safe and less comfortable

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 3021

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** The cycleway is great because i can ride to Wakefield Park for a kick around and it is safe and I don't have to ride with the cars and trucks. Im not allowed to ride on the road so i don't want it to be like it was before.

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** The two most vulnerable groups (Pedestrians and cyclists) have to be separated from the fast moving traffic (cars) to have the most saves transport outcome. The current layout does this and is very common in Eu (The Netherlands) for example with the lowest fatalities. It does need some minor adjustments like clearly (painted) cycle lane or physically separating the road users.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3025

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** C provides the safest option for cyclist, and will therefore encourage greater use and reduced road traffic, it also provides enhanced curb side landscaping that will improve the look and feel of the Bay for its current and future residents. As residents, we have got used to a very similar layout over the passed year and option C will maintain continuity with this. I make this submission as a resident who cycles, drives and buses routinely along the route.

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitor

Age group = 40-49

E 3027

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I believe all options buy A provide much more safety for cyclists which is vital to get more people out of cars.

**Submitter details:**

Suburb = Other City = Porirua

Other

Age group = 40-49

E 3028

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Whilst they look unfamiliar, kerbside lanes are international best practice based on years of being successfully implemented in other countries around the world. We are not unique in NZ despite what the extremely vocal (and small) opposition groups would have us believe.

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 60 +

E 3029

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - please return the Parade to its pre-cycleway state. There was no need for a dedicated cycleway on The Parade - it was wide enough for all road users. The current situation is appalling, a disgrace. The other options remove carparks and incur unwarranted expense.

**Submitter details:**

Suburb = Karori City = Wellington

Occasional visitor

Age group = 50-59

E 3030

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** An option that takes the road way back to how it was before any changes were made to accommodate the cycle lanes

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 18-29

E 3031

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** The kerbside separating parking from cycling is the only sensible option. Cars should not be able to open their doors onto cyclists or pedestrians. Having the cycleway below pedestrian level will discourage pedestrians from walking on it so easily.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3032

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Remove the lanes altogether, its not that hard to ride on the road, all you have to do is look and be cautious. worked fine before the lanes were made, how can it be any different now. if people cant ride on the road, they shouldnt cycle. Period. Alternatively, make it legal to cycle on the footpath (without a painted lane) cyclists will still have to look and be cautious ofcourse

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3033

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to see like to see the parade cycle way changed to a mix of what we currently have and the original layout.

I propose that the current layout of the cycleway and parked cars simply be switched. With the removal of the old central median strip there is increased space to safely accomodate both vehicles and cyclists side by side.

There would need to be some slight changes around intersections and some bus stops to feed the current cycleway back out into the traffic. This would result in some car parks lost but this should be minimal and certainly not to the level of the other proposals.

I am happy with the layout as it is in relation to the business area, intersections and around bus stops.

I'd like to see a pragmatic decision made. The "experts" on both sides are all coming with an agenda to push with little concern for the residents, shoppers, and actual road users of Island Bay. No decision can be 100% safe and people will just have to respect other road users.

**Submitter details:**

Suburb = Khandallah City = Wellington

Regular visitorOther

Age group = 60 +

E 3034

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to see The Parade returned to the way it was before the cycleway was built.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3035

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association and Business representatives proposal

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Takapu Valley City = Wellington

Regular visitorLocal business owner

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E plan IBRA

Need to be able to park at the shops, butcher, hairdresser, etc

**Submitter details:**

Suburb = Other City = Christchurch

Other

Age group = 50-59

E 3042

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** There is little point in building infrastructure for cycling unless it conforms to best practice safety standards, is conveniently situated for amenities, ie goes where people want to go and not only feels safe , but enables an enjoyable journey for all.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3044

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return it to its original configuration before the current design was implemented.

**Submitter details:**

Suburb = Mornington City = Wellington

Regular visitor

Age group = 40-49

E 3046

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** [https://m.facebook.com/story.php?story\\_fbid=1906763599543599&id=1521354658084497](https://m.facebook.com/story.php?story_fbid=1906763599543599&id=1521354658084497)

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3048

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I would like to see The Parade returned to its former configuration

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3049

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to original, ie. Back to previous road and pedestrian/cycle layout before the current changes.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3050

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer:

Option E - Island Bay Residents Association & Business representatives proposal.

Options A to D - are detrimental to our local businesses and residents, who are the soul of our shopping center and the commercial life-blood of our community engagements along the Parade.

A majority of the businesses have selected Option E and they should know (if anyone does) how their foot-traffic will be significantly reduced by the removal of 57 residential and business district car-parks.

This will add to the significant damage the WCC Officers the Councillors and Cycling lobbyists like Cycle Aware Wellington (CAW) have done to the community spirit of Island Bay, and indeed Wellington, over this issue! Setting cycling initiatives back decades.

The concept of Community Acceptance is underpinned by the local majority. Island Bay Residents and local Businesses are the heart and soul of the community - Options A-D will kill our local businesses and don't reflect what the majority of Island Bay residents want. There are no forecasts that speak to a 'specific increase in profits for Island Bay businesses' from the potential cyclists - It is just rhetoric!. To that end people will simply choose to go elsewhere.

He aha te mea nui o te ao  
What is the most important thing in the world?

He tangata, he tangata, he tangata  
It is the people, it is the people, it is the people  
(Maori proverb)...

Give the people of Island Bay what they want. Heal the spirit of our community. Repair the trust and confidence that Wellingtonian's have in the WCC Officers, their elected Councillors and the democratic process!

It's Simple...

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3051

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option E

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3053

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** "I prefer:

Option E - Island Bay Residents Association & Business representatives proposal.

Options A - WITHOUT the enhancements would be ok however, you remove carparking in the shopping and residential area and it will destroy the heart and soul of Island Bay. Residents have already lost parking and you want to remove more??Options B-well that hasn't worked. What a mess The Parade looks and it is difficult for resident's to see when turning in and out of driveways. Another design where you want to remove more carparking is crazy. Option C sees the road width narrowed and a shared area will result in conflict with pedestrians and cyclists.

A majority of the businesses have selected Option E and they should know (if anyone does) how their foot-traffic will be significantly reduced by the removal of 57 residential and business district car-parks.

This will add to the significant damage the WCC Officers the Councillors and Cycling lobbyists like Cycle Aware Wellington (CAW) and the admin of the Island Bay Cycleway facebook page have done to the community spirit of Island Bay, and indeed Wellington, over this issue! The whole IBCW saga has been divisive and stressful for the residents.

The concept of Community Acceptance is underpinned by the local majority. Island Bay Residents and local Businesses are the heart and soul of the community - Options A-D will kill our local businesses and don't reflect what the majority of Island Bay residents want. There are no forecasts that speak to a 'specific increase in profits for Island Bay businesses' from the potential cyclists - It is just rhetoric!. To that end people will simply choose to go elsewhere.

Give the people of Island Bay what they want. Heal our community. Repair the trust and confidence that Wellingtonian's have in the WCC Officers, their elected Councillors and the democratic process!

It's Simple...." RETURN THE PARADE to how it was, a safe wide boulevard. It's what the majority of Island Bay want. Do the right thing and right the wrong's of the previous Mayor's folly and vanity project.

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group =

E 3055

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I want to see the Option E that was voted on and passed by the IBRA on 1st August 2017 at a public meeting

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3056

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option A is the best of a bad bunch. Removal of the parking is unnecessary as time has proven that the original parking did not create a safety issue

**Submitter details:**

Suburb = Khandallah City = Wellington

Regular visitor

Age group = 18-29

E 3057

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E: Island Bay residents association/ business association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3059

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3061

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Paint over it. Road goes back to the way it was before the cycleway was added, and then cars and bikes can interact as they do everywhere else.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3062

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** No cycle way at all. Since the cycle way the parade feels far less safe for pedestrians and bus passengers.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentLocal business owner

Age group = 60 +

E 3063

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Other City = Brisbane

Regular visitor

Age group = 40-49

E 3064

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Safety and amenity for biking. Health and enabling children to bike with parents. I visit Wellington often to see my family, and would vastly prefer to be able to bike around Island Bay, but at the moment I don't feel safe with my children on the current layout. Where I live, here in Brisbane, we have many cycleways and they bring crowds and people to shop, relax and enjoy the area. Hopefully Island Bay can have the same.

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 30-39

E 3066

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Returned to the original design & carparks reinstated curbside with a green cyclelane next to the moving vehicles..

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 3067

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I support the residents and business associations option to return things back to how they were

**Submitter details:**

Suburb = Other City = Lower Hutt

Regular visitor

Age group = 40-49

E 3068

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** It needs a physical barrier from motorised traffic - both to protect the cyclists and to stop encroachment from parking vehicles. If the lane is included at same height as pedestrian path then the utility would be degraded through essentially being used as pedestrian thoroughfare. This makes the option B preferred, this is also why option A should not be implemented as little protection is offered to interested cyclists.

Option D is least preferred as angle parked vehicles (especially utes) will significantly overhang cycle path and reduce utility significantly.

**Submitter details:**

Suburb = Roseneath City = Wellington

Occasional visitor

Age group = 60 +

E 3069

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Porirua

Occasional visitor

Age group = 40-49

E 3070

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 60 +

E 3071

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The original road and cycleway layout that existed before the ill-conceived changes were made

**Submitter details:**

Suburb = Kingston City = Wellington

Regular visitor

Age group = 50-59

E 3072

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Option C is safest for all road users. Elevated safety strip is important to prevent vehicles parking on it. Elevated cycle lane is important to avoid water pooling. Gutter should be between safety strip and roadway so that debris and water don't collect in cycle lane. Option B is bad because the elevated safety strip will be broken up by driveways and will look bitsy against the road-level cycle lane. Option D would be better if the footpaths were the same width on both sides of the road.

**Submitter details:**

Suburb = Hataitai City = Wellington

Occasional visitor

Age group = 60 +

E 3073

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Seems a sensible option ensuring safety & making as little upheaval for locals

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = Under 18

E 3074

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Aro Valley City = Wellington

Regular visitor

Age group = 50-59

E 3075

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option B seems to provide the best balance between the needs of different road users, and create a safe, easy to use, cycleway and roadway. As a person who drives regularly to and from Island Bay, walks in the area reasonably often and cycles through the area often I have a pretty good sense of what it feels like from all perspectives. What's more I have been doing all three of these for at least 15 years.

While I am not a resident of Island Bay, I have had family living there between 1999 and 2017. I have been the person in the car, the person looking for the park, the person pushing a push chair, the person on the bus and the person on a bike. The Parade was one of the widest roads in Wellington and the new alignment makes good use of what was essentially wasted space, while dealing with the concerns around improper differentiation between the cycleway, car parks and the roadway.

A narrower roadway may be less relaxing for people who are driving but it also encourages us to be more alert and to take good care. When my son was younger I would not have felt confident encouraging my son to cycle on the old cycles lanes; people in cars too often ignored them and the risks of being 'doored' were high. The Option B layout provides a great opportunity to encourage younger children to cycle.

I am bemused by comments about parking. Angle parking is dangerous for people in cars, people on bikes and people on foot. Island Bay shopping centre already has a lot of parking compared with other shopping centres and the loss of a few car parks along the entire length of the Parade is trivial.

I support Option B as a safe and effective option for the whole community.

**Submitter details:**

Suburb = Other City = Lower Hutt  
Occasional visitor  
Age group = 60 +

E 3076

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level  
2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements  
3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking  
4th = I don't have a fourth most preferred option

**COMMENTS:** Option A does not ensure sufficient safety for less confident cyclists aged 8 to 80, particularly as there is no safe barrier between the person cycling and the passing traffic (including trucks and buses). NZTA cycling infrastructure guidelines do not recommend option A.

Option B improves the situation for parking, but does not address the issue of cyclists being 'hidden' behind parked cars for people driving along the Parade. The benefit of option B is that for people getting in and out of parked cars, that it is clearer that they are entering a cycle lane.

Option C makes cyclists more visible, makes it easier for cyclists to pass each other, and provides easier (but not necessarily safer) access for people getting in and out of parked cars. Proper separation will be needed between the cycling and walking path. There is also a question how this option will ensure that cyclists have a legal right of way at intersections?

Option D is similar to option C from a cycling point of view, except that for people who will choose to cycle on the road there will still be the danger from angle parked cars at the shopping area. The Council could consider trialing reverse angle parking, which is a practice already used in places in the USA from what I understand.

**Submitter details:**

Suburb = Island Bay City = Wellington  
Resident  
Age group = 60 +

E 3077

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.  
2nd =  
3rd =  
4th =

**COMMENTS:** Back to original

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 3079

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I don't think the cycle way should change because I think it is safe for cyclists and it would be a waste of resources to re-do it.

**Submitter details:**

Suburb = South Gate City = Wellington

ResidentRegular visitor

Age group = 30-39

E 3080

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Raising it makes people especially children more visible. Definitely don't go back to previous (A) that is so dangerous for cars to cross cyclists path and open car doors where people are cycling.

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** To go back to the way it was before it was changed. No more car parks taken away. I struggle to find a park close to the Medical Centre

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 30-39

**COMMENTS:** It feels safest, while keeping drivers happy (which is my main concern about any changes). I'm not a driver, but the happier drivers are, the less terrifying they are to drive around, and less I feel like they're going to make dangerous attempts at passing.

**Submitter details:**

Suburb = Berhampore City = Wellington

Resident

Age group = 18-29

E 3084

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** It looks safe for all users. It is very clear how the cycle lane is differentiated from the footpath, but there is no curb between cycleway and footpath which will avoid unnecessary accidents with cyclists hitting the curb. I also much prefer b,c and d than A, as they offer genuine protection from traffic.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3085

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 3086

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Other City = lower hutt

Regular visitor

Age group = 18-29

E 3087

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** safety for cyclists!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3089

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** After the meeting held on the 31st July 2017 at the Baptist Hall in Island Bay, another option was put forward by the President of the Island Bay Residents Association (Vicki Greco) which was "to return The Parade to it's original state". This was going to be "Option E", which was agreed to at the meeting. This is the one that I want.

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 60 +

E 3090

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I do not live in Island Bay but visit frequently, especially in late afternoons, when there are many cyclists active. I like the separation of cycle lanes from general traffic lanes because it relieves my anxiety as a motorist that I might fail to see, or fail to avoid a cyclist, and cause some serious hurt.

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 60 +

E 3091

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/Business Association recommendation, return the Parade to previous layout.

The Parade is currently too narrow and unsafe for vehicles, cyclists and pedestrians. There are too few parks at busy times without removing further parking.

Consequently we do not use the Island Bay shops due to the parking difficulty and danger in crossing the road as a pedestrian. There was nothing wrong with the original layout.

**Submitter details:**

Suburb = Ohariu City = Wellington

Regular visitor

Age group = 50-59

E 3092

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put the road back to how it was.

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 18-29

E 3094

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option C - One-Way Separated Kerbside Cycleway - Above Road Level

**COMMENTS:** I prefer roadside rather than kerbside as I think it will be less inconvenient for pedestrians that way, and also better for cyclists as their speed is generally closer to that of cars rather than pedestrians. Angled parking better because there's no chance of getting doored by people getting out of cars.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3096

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island bay residents option E

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3097

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** The raised cycle way will delineate the cycleway more clearly and therefore improve safety especially for children. It is a more intuitive option to pair the cycleway with the footpath than with the road when it is on the path side of traffic.

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 60 +

E 3099

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3101

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:** still plenty of parking and the cycle way is safer for the little ones

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3102

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3103

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association Proposal.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3104

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I believe the original road layout worked just fine. There were no accidents involving cyclists in Island bay prior to all these changes and the Parade was one of the widest streets in Wellington. Subsequently I think the council should focus on the difficult part of the cycle route into the city. ie. from Berhampore to the city.

**Submitter details:**

Suburb = Strathmore Park City = Wellington

Other

Age group = 60 +

E 3105

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Resident Association Proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3106

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I don't like the cluttered road as it is now - feels very tight - feels like you will hit buses as they pass you in the opposite direction. Given the number of cyclists that would potentially use the cycle path I don't think warranted to dedicate lane between parked cars and footpath.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3107

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E, or something along those lines. ie Roadside cycleway clearly painted, busstops back to previous places.

The proposed costs are LUDICROUS for options A-D, and the thought of losing the Angle-parking would destroy the shopping centre, this is a far too high a cost for a cycleway. (not to mention 70 carparks in total to be lost along the Parade since cycleway started)

I am also concerned about the width of the proposed car lanes, they seem to be a minimal width that will make driving down the Parade more hazardous and unpleasant, something that has already happened with alterations to date.

The loss of the buffer zone down the middle of the road with proposals A-D is also a major concern for me as these greatly increase safety for pedestrians crossing the Parade, and cars turning across the Parade.

I find there is a huge irony that the claims that the cycleway will REDUCE CONGESTION. The reality has been the COMPLETE OPPOSITE since the cycleway came in , particularly in the shopping area. Driving down the Parade has become like driving down a crowded pokey little suburban street, so different to what it was, and FULL OF HAZARDS. It must be returned to something like it's original layout.

**Submitter details:**

Suburb = Morningside City = Wellington

Regular visitor

Age group = 50-59

E 3108

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** IBRA option E

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3109

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Choosing option E because it actually seemed to work OK. The majority, if not nearly all, used/shared the roadway. It was less contentious and safer than what we have now and simpler than the options currently being offered by council.

**Submitter details:**

Suburb = Johnsonville City = Wellington

Occasional visitor

Age group = 30-39

E 3110

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** As a former Berhampore resident and cyclist I feel that the kerbside options aren't going to work well given then amount of space there is to work with

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 3111

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like the cycle way to be as it was before the recent enhancements.

**Submitter details:**

Suburb = Newlands City = Wellington

Occasional visitor

Age group = 30-39

E 3112

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Crofton Downs City = Wellington

Resident

Age group = 60 +

E 3113

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I believe the situation prior was not flawed in any way and changes were not needed

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 3114

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I prefer the cycle lane raised above the road level for visibility and also that the kerb will restrict car drivers ability to undermine the allocation of space by parking over the buffer area.

My preference is for parallel parking through the business area to reduce the number of vehicles manoeuvring in an area with high volumes of pedestrians and also to maximise the space allocated for footpaths.

I am not in support of the hard kerb between the cycle lane and the foot path as in Option B however I do think some demarcation (soft kerb, shallow drain) would be good to reduce the risk of cyclists or pedestrians moving out of their space.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3115

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I support Options C and B as they separate cyclists from road traffic. Having a physical curb is a good idea to stop parked cars encroaching into the cycle lanes. I support Option D less because I don't want to see the footpath area in the shopping area reduced in width.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3116

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please put the road back as it was before all of this nonsense.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3117

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Wadestown City = Wellington

Occasional visitor

Age group = 60 +

E 3118

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Cycleways separated as much as possible from motorised traffic is desirable to protect cyclists from harm. Option C provides this. Options B & D are less preferable, in that order. Option A is dangerous. Cycling is so important for health & climate. It is also economically superior to travel by car. Therefore any added cost to protect cyclists is a major benefit to society overall. Every possible effort should be made to enhance the cycling experience to attract more cyclists and reduce reliance on the private car

*Attachment to online submission 3118*



**Submitter details:**

Suburb = Vogeltown City = Wellington

Regular visitor

Age group = 40-49

E 3119

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** As a mother of young cyclists who love cycling to the bay I wouldn't want to see reversion to a cycle lane next to traffic. A separated and preferably elevated cycle way is the way to go for me and my children to feel safe and enjoy cycling.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3120

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Representatives.

I would like the Parade to return to the way it was before. All the proposed options are too expensive and the removal of parking will have a detrimental effect on Island Bay businesses - I would like to see the CBA on them options.

I am also frustrated that you are not listening to the residents. To be presented with four options, none of which is a return to what the majority of the residents have previously indicated they wanted, is insulting.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3122

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 3123

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

Island Bay Residents Association choice

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitorOther

Age group = 30-39

E 3124

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I think Option A will defeat the purpose of a cycleway, the current layout works well but options B, C, and D are improvements.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 30-39

E 3125

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I would like this route to be comfortable for less confident bike riders and young bike riders. Providing safe and enjoyable transport options that are an alternative to driving are important because of climate change and making Wellington an enjoyable place to live and visit.

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 40-49

E 3126

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents/Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3127

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** take it back to before the bike lanes

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 40-49

E 3128

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Thorndon City = Wellington

Regular visitor

Age group = 18-29

E 3130

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C raises cyclists slightly above road level, good for seeing and being seen. And you won't feel trapped in a channel – there'll be more room to pass, or to avoid any obstacles. It needs a tweak to keep walkers and cyclists separate though. A slight height difference with 'friendly' mountable angled kerbs, or a smooth drainage channel, would do this well.

Option A would be worse for cycling than today. It takes away the protection from moving vehicles – with narrow traffic lanes, trucks and buses would be right at your shoulder and unable to give you extra space. It doesn't pass the '8-80' test of being suitable for all ages and abilities. The engineering report says the whole Parade would need a lower speed limit for this option to meet NZTA guidelines, and that would likely cause motorists to 'rat-run' through quiet back streets.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitorOther

Age group = 40-49

E 3131

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** Revert to original layout . . It was a nice wide street with decent parking . Now it just looks a mess

**Submitter details:**

Suburb = Other City = Lower Hutt

Occasional visitor

Age group = 30-39

E 3132

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Option B is safest because of the separation from both cars and foot traffic. The raised options are problematic because pedestrians completely ignore the markings. They've done this along Beach Rd in Auckland and cyclists don't use the cycleway because pedestrians are always walking along it. More separation is needed.

**Submitter details:**

Suburb = Melrose City = Wellington

Regular visitor

Age group = 40-49

E 3133

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I would like to be able to cycle and for my children to be able to cycle, but I'm not comfortable with cycle lanes being right next to traffic. I believe a cycle lane separated from the road is the safest option. I also think the raised kerb in between will make it easier to line up when parking, and give added security to cyclists.

**Submitter details:**

Suburb = Happy Valley City = Wellington

Regular visitor

Age group = Under 18

E 3134

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I chose C and D because they look the most child friendly

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3135

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association and Business Association proposal.

give us our nice wide Parade back - seriously what was wrong with it before?

E 3136

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 50-59

E 3137

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I like the raised level of the cycle way - which separates it off from the parking and that the road has a bit more room. As a cyclist and a car user this works for me. The parking is not a big concern for me as I typically park in the supermarket or on medway st when I shop at Island Bay.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3139

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to the original plan.

**Submitter details:**

Suburb = Wilton City = Wellington

Other

Age group = 30-39

E 3140

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Opening car doors into the cycle lane to load items or children isn't safe, so I prefer more separation of cars/bikes. Also as a cyclist I have been knocked off my bike by someone opening a car door without looking. I would prefer that wasn't an option which could happen to someone else (this wasn't in Island Bay).

**Submitter details:**

Suburb = Wilton City = Wellington

Regular visitor

Age group = 18-29

E 3141

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I wouldnt feel safe cycling on option A

**Submitter details:**

Suburb = South Gate City = Wellington

ResidentRegular visitor

Age group = 40-49

E 3142

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Highbury City = Wellington

Regular visitor

Age group = 18-29

E 3143

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I use and enjoy the cycle way. It encourages people to bike, it makes me feel safe on the roads. It's a healthy, planet friendly thing to do.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3144

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like a standard cycle way between the parks & traffic & would like existing car parks to stay

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 40-49

E 3146

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Lived in Island Bay all my life. The Parade is a mess, and can't drive safely through it. It needs to go back to how it was, plus the roundabout by the former Chappies Dairy needs to be reduced in size. It's ridiculously big, and motorists ALWAYS drive over it.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3149

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as proposed by the Island Bay Residents Association or leave it as it is now. Stop spending money on fluffy things and fix the stormwater and sewage!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3151

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Road-side layout is the best option for The Parade. A kerb-side layout is not a good solution for a road with such a high number of residential driveways.

The selection of the kerb-side design is the fundamental problem with the current cycleway.

Don't change the business area. The cycleway does not need to be continuous. The shared space works fine. It is already low-speed and the impact on businesses would be significant. We have already seen the closure of one business that the owner attributed directly with the cycleway removing car parks.

Why are such expensive options being put forward? Safety is very important but the proposals appear to be gold-plated. How safe is safe? It was very safe before the current cycleway was built.

The cost greatly out ways the number of cyclists using it. The number of users don't appear to have increased since it opened.

The problem with visibility is related to the current kerb-side layout. There was no visibility problem before the current layout was built. How can a road-side and kerb-side layout both require the removal of 40 car parks? Visibility is greatly increased when cars are not parked 2 meters out from the footpath.

Why are there three kerb-side options and only one road-side option? It looks like the outcome is trying to be manipulated.

Why is there only one option that doesn't drastically impact the car parking in the business area? Again, is the outcome trying to be manipulated?

Do not consider traffic lights at Dee Street. The community soundly rejected this idea in previous feedback.

Why are the raised platforms required from the side streets? Raised platforms and the further removal of car parks? Surly these will be the safest intersections in the country!

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** safe for all ages and abilities to ride bikes

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** From Wakefield park to shorekand park PAINT IT BACK. Replace our car parks pre cyclewat days. So dangerous now. Old makings coming through.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3154

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3156

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E- Island Bay Residents Association / Business Associaton

**Submitter details:**

Suburb = Other City = ex wellington

Regular visitor

Age group = 60 +

E 3157

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** return parade to it's original layout ,was ok for many many years i was a bike rider when i lived there.

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitor

Age group = 18-29

E 3158

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Double lane cycle way on one side of the road

**Submitter details:**

Suburb = Brooklyn City = Wellington

Other

Age group = 18-29

E 3159

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Would ideally like to know who the target audience for the cycleway is. The parade was so wide that I never had any issues cycling it earlier. If you want kids cycling, you should have it off the road and elevated and because with kids, its at so low speed, you can save space by having it bi directional. So you only need one safety space and save space for parking. The current layout seems to be the worst of all options.

E 3160

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I think that it works fine as is. However More parking in the area would definitely be beneficial to the shops, businesses and residents close to the parade.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 30-39

E 3161

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Please keep the 8-80 rule in mind with the design. Its not safe to put the cycle way next to moving cars/buses etc.

Option C is a great and suitable balance for all users - whether in cars, buses, walking or cycling.

Don't let this go backwards!

**Submitter details:**

Suburb = Brooklyn City = Wellington

Occasional visitor

Age group = 30-39

E 3163

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

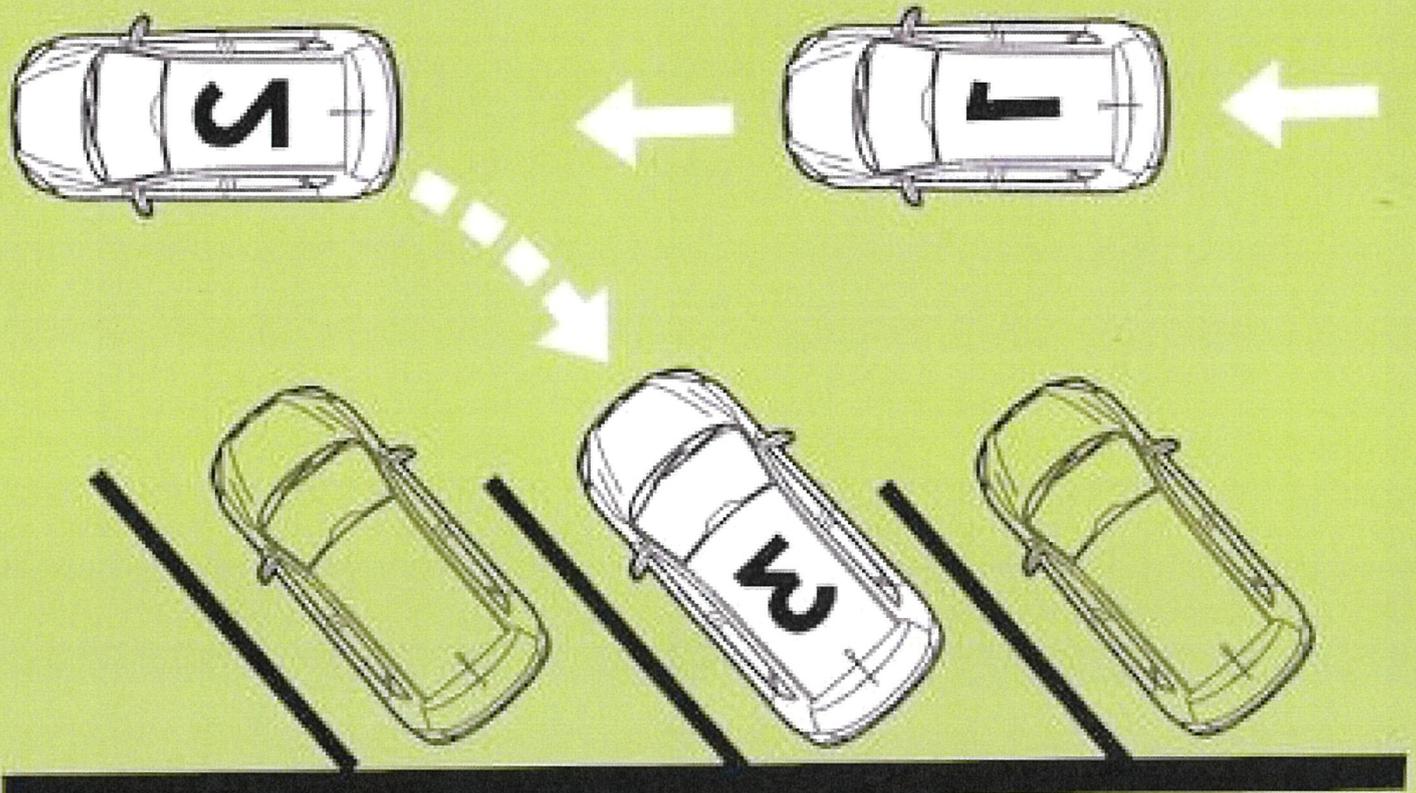
2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Separated cycle lanes are great, and to remove one from the city would be madness. Having the cycle lane elevated will make less confident cyclists feel safer. Cars do ideally need a kerb to park against. Option D would be better with 'reverse angle parking' so that drivers could see approaching cyclists and other traffic when they leave their park.

*Attachment to online submission 3163*



**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3154

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3156

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E- Island Bay Residents Association / Business Associaton

**Submitter details:**

Suburb = Other City = ex wellington

Regular visitor

Age group = 60 +

E 3157

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** return parade to it's original layout ,was ok for many many years i was a bike rider when i lived there.

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitor

Age group = 18-29

E 3158

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Double lane cycle way on one side of the road

**Submitter details:**

Suburb = Brooklyn City = Wellington

Other

Age group = 18-29

E 3159

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Would ideally like to know who the target audience for the cycleway is. The parade was so wide that I never had any issues cycling it earlier. If you want kids cycling, you should have it off the road and elevated and because with kids, its at so low speed, you can save space by having it bi directional. So you only need one safety space and save space for parking. The current layout seems to be the worst of all options.

E 3160

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I think that it works fine as is. However More parking in the area would definitely be beneficial to the shops, businesses and residents close to the parade.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 30-39

E 3161

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Please keep the 8-80 rule in mind with the design. Its not safe to put the cycle way next to moving cars/buses etc.

Option C is a great and suitable balance for all users - whether in cars, buses, walking or cycling.

Don't let this go backwards!

**Submitter details:**

Suburb = Brooklyn City = Wellington

Occasional visitor

Age group = 30-39

E 3163

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Separated cycle lanes are great, and to remove one from the city would be madness. Having the cycle lane elevated will make less confident cyclists feel safer. Cars do ideally need a kerb to park against. Option D would be better with 'reverse angle parking' so that drivers could see approaching cyclists and other traffic when they leave their park.

**Submitter details:**

Suburb = Vogeltown City = Wellington

ResidentRegular visitor

Age group = 30-39

E 3164

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd =

3rd =

4th =

**COMMENTS:** The whole point of these cycleways is to encourage people to cycle. The best way to do so is to make them feel safe by separating them from traffic as much as possible. Option C does the best job of this by far, by grade-separating the two transport modes (cars and bikes). A good metaphor is an at-grade rail crossing compared to a rail crossing where the road goes underneath the rail. I think anyone would feel safer and more inclined to drive on the latter, as the risk (perceived or real) of being demo'd by a train is lower.

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 40-49

E 3166

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** It's a pity that the cycleway was constructed without a clear plan for its continuation northward, or with the safety/separation enhancements now proposed. But do it well now and few people will be complaining in 5 years. For all the people complaining at the price tag, do they even bat an eyelid at the various road straightening exercises throughout the country. How many millions are spent on those each year? How many seconds of collective travel time is saved?

**Submitter details:**

Suburb = Other City = Auckland

Regular visitor

Age group = 18-29

E 3167

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** in regards to cycling infrastructure, safety is the primary concern. Cycling is shown throughout NZ to be very popular when travellers entire route is designed to a standard which minimizes any conflict with cars, and prevents cars from breaking road rules and dangerously entering the cyclist space. Travelers need to be given the option of traveling comfortably and quickly by bike, without risking their lives. In the long term, this benefits everyone, with better health outcomes, more business along the cycleway route, and more efficient transport corridors. Spending money putting the cycleway back how it was, a painted line between cars and parking as shown in option A, is incredibly dangerous as not only do cars stray into bike lanes endangering cyclists, but also less confident cyclists and children can accidentally move into the car space very easily. This design would reduce the number of people cycling, that in itself making it more dangerous to ride a bike, and would overall be a very inefficient use of funds. Option C and D, both at footpath level, are expensive and create conflict between bikes and pedestrians- other similar cycleways in New Zealand (such as beach road in Auckland) have shown that pedestrians often stray onto cycle lanes at footpath level, resulting in slow cycling speeds and crashes. Additionally, it's hard to maintain safe priority for cyclists at intersections when they aren't at road level, confusion around this further reducing safety and speed. Furthermore, the frequent ramps between road and footpath level make for a very uncomfortable ride at even moderate speeds. Overall, these two options would reduce the number of people cycling due to safety and speed, while causing other cyclists to use the carriage way instead. Many motorists would dislike cyclists sharing 'their' limited space when so much has been 'invested' in cycling, and would hold council accountable. This leaves option B- barrier separated cycle lanes at road level. This is a cheap and logical progression from the current arrangement, bringing this cycleway up to the tried and tested international standard- safe for all users without unnessasay conflict. These designs are now widespread in Auckland and are working well in terms of encouraging cycling and safety for all people, without adversely affecting car users.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3168

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back the way it was before any of this mess was created

**Submitter details:**

Suburb = Other City = Wellington

Occasional visitor

Age group = 18-29

E 3169

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** It's safer for cyclists to be raised above the road as it gives clear boundaries for the motorists and cyclists.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 18-29

E 3170

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** How it was originally

**Submitter details:**

Suburb = Vogeltown City = Wellington

Regular visitor

Age group = 18-29

E 3171

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** option b is best because there is a physical separation between motors, cycles and pedestrians. Larger than the issue of updating island bay cycleway, I feel the city should concentrate on completing full corridors instead of the current patchwork of disconnected cycleways.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 3172

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I prefer option A, C and D i almost got hit by a car on the current on (9/8/2017) 4 times!

**Submitter details:**

Suburb = Newlands City = Wellington

Regular visitor

Age group = 30-39

E 3173

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 3174

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 50-59

E 3175

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as proposed by the Island Bay Residents' Association Incorporated.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Other

Age group = 30-39

E 3176

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Reinstate to original condition.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3177

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

COMMENTS:

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 18-29

E 3178

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

COMMENTS:

**Submitter details:**

Suburb = Mornington City = Wellington

Regular visitor

Age group = 18-29

E 3179

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3180

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 18-29

E 3182

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd =

3rd =

4th =

**COMMENTS:** I find angled parking a lot easier than parallel parking! It also means doors won't be in the way of the cycle path.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3183

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Options A,B,C and D all the removal of essential parking spaces in the village. Parking is already difficult, and with young families or elderly people this means access to facilities such as GP, library and Post Office would be made significantly more difficult. A modification of the original layout which includes keeping the original number of parking spaces is the best option in my opinion.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 50-59

E 3184

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Do as the residents association have requested and return it to its original layout including replacing all car parks and bus stops that have been removed. There were no safety issues as shown by the very low record of any incidents or accidents recorded before the change.

How come for every other service provided by the Council it is user pays where as if it is anything to do with cycling the cost benefit and economics of the situation do not enter into the decision making process?

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3185

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back the way it was

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3188

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E Island Bay Residents Association and Business Representatives Association

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitorOther

Age group = 50-59

E 3189

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3190

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 50-59

E 3191

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option e ibra business/residential recommendation

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentLocal business owner

Age group = 40-49

E 3193

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. island bay residents association/ Business Association

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 18-29

E 3194

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Will be easier for cyclists to pass each other as the other options footpath - cycle lane - car park - road options do not allow enough room for passing.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3196

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** This option would appear to be the most cost-effective solution, and help return the beautiful aesthetic that the Parade once had.

E 3197

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association. I am mostly concerned about safety with the current change and the proposed options.

**Submitter details:**

Suburb = Other City = Hutt

Regular visitor

Age group = 40-49

E 3199

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3200

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island bay residents association/ business association

E 3201

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

E 3202

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Assn/ Business Assn.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3203

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Brooklyn City = Wellington

Occasional visitor

Age group = 30-39

E 3204

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I prefer options that mean cyclists are not riding next to moving cars. A slight height difference between the footpath and bike path would be good.

**Submitter details:**

Suburb = Ngaio City = Wellington

Regular visitor

Age group = 30-39

E 3205

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Wadestown City = Wellington

Occasional visitorOther

Age group = 30-39

E 3206

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I have two small children and I don't think it is safe to make them cross the cycle way when there are cyclists around as cyclists don't often slow down. If there was some way to complete separate the cyclists from everyone else that would be the best option.

**Submitter details:**

Suburb = Melrose City = Wellington

Regular visitor

Age group = 50-59

E 3207

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Seperate from traffic, not level with road,

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3208

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3209

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** JUst makes best sense to encourage bike riders

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 18-29

E 3210

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** In Option B, the road, cycle path and footpath are all separated by the level of the pavement as well as visual markings. This provides the clearest distinction for users, and therefore I would consider it the safest and most user-friendly option.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3212

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I am incredibly disappointed to have just read in the Cook Straight News delivered today that Councillor Diane Calvert "said the council would "absolutely" consider Option E if feedback for it was high enough in the consultation process.

This may not be widely known to those who have already made submissions like myself.

Had I been made aware of Option E it would have had my vote.

There has been way too much money and time and effort spent on this cycle way - it is destroyed and divided a community and appears it could do for years depending on the outcome of the submission. As well as wasted our tax dollars. The roads look ugly and battle scared, there are crossed out lines everywhere, and I feel for the residents who actually live on the parade and have to deal with the cycle way every day to leave and enter their homes.

I feel sorry for our primary school children and the elderly who live in this suburb, now on the footpaths before we cross at several crossings I have to get my young son to not only look for cars on the road but cyclists on the footpath as well.

I would appreciate more widespread communication around Option E however as submissions close on Sunday I am presuming that is unlikely.

FYI I believe this is the first time I have ever felt the need to write in to the council about anything, and will be watching how this process pans out. I wonder how the councillors would feel if this happened to their suburbs - I hope you pay attention to the submissions made by residents - not the out of towners who do not use the suburb as frequently - as they do not need to get their kids to and from school safely, and to other ammenties such as GP etc. They dont live here, they dont have to live with the results. We do.

I am not anti cycling, however there was nothing wrong with the original cycleway. It probably just needed clearer signage and some renewed paint.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3213

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I am very concerned about the removal of the angle parking in the shopping area, which will cause problems for businesses and will ultimately result in loss of the village amenity for locals. This at a time when Council is favouring more intensive development and infill in Island Bay, which means the village is even more important.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 40-49

E 3214

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like Option C but with Option D through the shops/business area. I want to be able to cycle safely to and from Island Bay, but I also need to be able to park at peak times as my daughter can't ride yet and she has activities in Island Bay for driving is currently the easiest option.

**Submitter details:**

Suburb = Oriental Bay City = Wellington

Regular visitor

Age group = 30-39

E 3215

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** A segregated cycleway is the far superior, sensible option

**Submitter details:**

Suburb = South Gate City = Wellington

ResidentRegular visitor

Age group = 30-39

E 3216

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:** As a cyclist and motorist having a cycle lane at footpath height increases safety and visibility. There needs to be a physical curb between the parked cars and cyclists to stop people stopping in or against the cycle lane. Improvements to intersections such as platforms is very important. I do not support the option e being proposed by the residents association. This removes all protection for cyclists and ignores the recommendations for improvements. I would support option A if a raised/footpath level cycle path is not an option - with a speed reduction for the length of the Parade.

**Submitter details:**

Suburb = Other City = Porirua

Occasional visitor

Age group = 30-39

E 3217

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3218

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer the option proposed by the Island Bay Residents Association Option E as stated on their Facebook page. Return to original design with their suggested enhancements.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3219

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** It is very important to me that the cycle way is separated from road traffic for safety reasons. I live in Island Bay and have 5 children. I would not let them ride on the parade if the cycle way reverted to sitting alongside the traffic. It is too dangerous and as the suburb grows with the planned increase in housing it will only get riskier. I favour D because it keeps parks for the shops in the village which I know are well used currently and are important to the shopkeepers.

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The Island Bay Residents Association and Business Representatives proposal to return it to how it was. Taking away more parks is completely impractical. It was already crazy to remove parks from outside the doctors.

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I am absolutely in favour of the separated cycleway, road and footpaths, but I am concerned by the reduction in parking spaces for options A-C, which I think will adversely impact local businesses. It is already quite difficult to get a park to go to the doctor, and I would hate this to become even more difficult!

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 40-49

E 3222

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Wadestown City = Wellington

Occasional visitor

Age group = 30-39

E 3223

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Nice to have bikes away from road and car doors that can open and take out cyclists. Non angles parking means more space on the road for cars

**Submitter details:**

Suburb = Northland City = Wellington

Occasional visitor

Age group = 30-39

E 3224

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 50-59

E 3225

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** C is the best option because it doesn't feel like a shared path and it supports cycling or walking.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3226

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association and Business Association proposal.

With the following alteration - keep speed humps and raised crossings in the shopping area.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3227

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Lower Hutt

Occasional visitor

Age group = 50-59

E 3228

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** My brother lives in Island Bay and told me which were the best options.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3229

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Back to original road layout

**Submitter details:**

Suburb = Seatoun City = Wellington

Regular visitor

Age group = 40-49

E 3230

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I like the pavement level option as I have experienced this overseas and thought it worked fine

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitor

Age group = 30-39

E 3232

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3233

**COMMENTS:** I don't think the cycle way need to be excessive on a road that was already spacious

**Submitter details:**

Suburb = Strathmore Park City = Wellington

Occasional visitor

Age group = 40-49

E 3234

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Te Aro City = Wellington

Occasional visitor

Age group = 30-39

E 3235

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** It's important that a cycle lane is usable for ALL cyclists regardless of age or ability, Therefore a cycle lane needs to be separated from motor-traffic by more than lane markings/paint.

**Submitter details:**

Suburb = Houghton Bay City = Wellington

Regular visitorOther

Age group = 40-49

E 3236

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Physical separation is safer for cyclists, and feels considerably more pleasant. It will encourage more cyclists and i would onlybe happy for my kids to ride through the parade with that separation. Option c is my preference as it increases visibility of cyclists, gives us room to dodge transgressors, and doesn't impinge on the space of the footpath through the shops. Option b I like less because of the lack of sideways space when riding, though this could be addressed through bike friendly curbing. Option d affects the shopping space too much, and may lead to conflict in a busy pedestrian space. Option A is terrible, in that will discourage cycling through its placing cyclists next to moving traffic and drivers opening doors or pulling out of carparks and driveways. I wouldn't let my kids ride this to their soccer practices and games.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3237

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Cycleway is an absolute positive. But better to integrate bikes w pedestrians than with vehicles - better safety etc.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 50-59

E 3238

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I like the raised cycleway concept so c,b,d work for me. Option A looks terrible – I hated the lack of separation from traffic with the old cycleway, and would hate reverting back to that. Wide footpaths are important for slower walkers, families with pushchairs and children, elderly, people with disabilities – so C gets my first vote, followed by B.

**Submitter details:**

Suburb = Melrose City = Wellington

Regular visitor

Age group = 50-59

E 3239

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Need to maintain safe separation of cyclists, pedestrians and cars/trucks/buses

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3240

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Because all your f the other designs are terrible ! Back to how it was and stop wasting huge amounts of money

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please return the road to its original state and save ratepayers dollars in the process. The cycleway has been a misguided proposition from the start and largely a vanity project for the previous mayoral incumbent. There are many, many ways that my rates can be used to benefit the city and this is not one of them.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3243

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3244

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The residents association and business reps proposal .

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3245

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The Residents Assn and Business Representatives Proposal

**Submitter details:**

Suburb = Seatoun City = Wellington

Occasional visitor

Age group = 40-49

E 3246

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** In Island Bay Parade cars are parked out from the curb. Given the width of a car and the chance someone could open a door including a child I really don't believe personally this is all that safe.

**Submitter details:**

Suburb = Other City = Auckland

Other

Age group = 50-59

E 3247

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option A is the most dangerous for cyclists. I have been commuting to work on a bike for over 30 years and I know from experience what is dangerous for cyclists. I was originally from Wainuiomata, commuting to work into town along the motorway in the 80s, which was crazy, and now live in Auckland which now has an amazing cycleway network. Make it safe for cyclist and you will have less cars on the road as well as reducing the cost on the community!  
(<https://www.sciencedaily.com/releases/2015/05/150512104023.htm>)

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Regular visitor

Age group = 50-59

E 3248

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I'd prefer the road was restored to how it was before this scheme was hatched.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Resident

Age group = Under 18

E 3249

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** On the road

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 3250

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** c

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 50-59

E 3251

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Option A, as vehicles are more aware of cyclists on the road and gives cyclists more options

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 50-59

E 3252

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** Option A will separate people from machine and wheels considerably, hence protecting people and keeping them away from traffic hazards. Vehicles and Bikes can co exist with each other and deal with each other according to the road code and away from pedestrians especially away from children, school kids and the elderly.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 3253

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** None sorry

**Submitter details:**

Suburb = Seatoun City = Wellington

Regular visitorOther

Age group = 30-39

E 3254

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please return the parade to the way it originally was.

The current design is unsafe and puts a strain on local businesses with the removal of parking.

I encourage and enjoy cycling however to only have a small section of a cycle path through island bay that is not continued into the central city is a waste of time and money.

Listen to the people and residents of the community who feel resentment every time they travel down the parade.

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Occasional visitor

Age group = 50-59

E 3255

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I don't feel safe next to traffic. I don't like deep narrow channels. They're way too dangerous when you're trying to pass slow wide bikes. I've ridden a lot in Europe and I like when cyclists have right of way continuing straight across an intersection and turning cars have to give way. Otherwise faster cyclists will just use the car lanes. Anyway great work. Hope to see more separated lanes as the rest of nz is doing.

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 40-49

E 3256

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Back to the way it was

**Submitter details:**

Suburb = Churton Park City = Wellington

Resident

Age group = 30-39

E 3257

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Go back to original format without enhancements

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 40-49

E 3259

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Resident

Age group = 30-39

E 3260

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** The road is too narrow now, making it hard to pass buses. Also I find parking hard as not much to judge where you are.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3261

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.

2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.

3. Put unmarked car parking back against the kerb, no markings equate to more car parks.

4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.

5. In the shopping centre retain the current shared space and car parks.

6. Look at reducing the speed limit along The Parade.

7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.

8. Retain pedestrian crossings on The Parade.

To be confirmed but an indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3262

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I support the cycle lane being separated from the traffic by parked cars, although there may be some adjustments needed this is by far the safest option for cyclists. I am not a frequent cyclist and not that confident riding in the traffic, but when I have cycled into the city the only place I felt really safe was on the Island Bay cycleway. I would also be happy with keeping the current layout. I don't live on the Parade but I do drive down it frequently and have never had any problems with the new layout. I started attending the Island Bay Residents Association meetings as I was tired of hearing that all Island Bay residents are unhappy with the cycleway, however I found it is a group that has decided that they just want everything to go back to the way it was. In my opinion they are a vocal minority and do not support all Island Bay residents.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3264

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

Island bay residents association/buisness association

**Submitter details:**

Suburb = Brooklyn City = Wellington

Other

Age group = 40-49

E 3265

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd =

4th =

**COMMENTS:** The two I selected seem the only reasonable options given budget and ability of these plans to work out as they should.

**Submitter details:**

Suburb = Other City = Auckland

Regular visitor

Age group = 50-59

E 3266

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 60 +

E 3268

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** My two grandchildren live in Island Bay and the cycleway makes it much safer for them to get around by bike. I wouldn't like them to ride on the road even if it was a painted bike lane.

I live in Berhampore so when the cycleway is extended they will be able to ride all the way here to visit me.

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 40-49

E 3269

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** There is always a period of adjustment to any road layout change. This is usually associated with an increase in the number of accidents/near misses. Just look at what happened when the bus lanes were changed down Manners, but since everyone has got used to it it works well. If we revert back to option A, there will be that period of adjustment again. This is one of the main arguments from IBRA about the safety of the current design, with 3 accidents since it came to be, and only ever 2 before that (which actually means nothing without the denominator). I do agree though, currently the parade is quite untidy, and the intersections could be better. All options will improve this. I think kerbside is really good for encouraging the less confident riders to get out and ride, although I realise that this design may not be possible in other areas of Wellington. I am a seasoned cyclist, but I am always amazed how comforting it feels when I head down past Wakefield park, with cars trying to pass me (despite my usually reasonable speed), and at Dee can tuck in behind the parked cars, freeing up the road, and being separated from the traffic flow (I do of course adjust my speed once I hit the cycleway!). I think physical separation of the pedestrian section and bike section will make it easier to share the space, as there is a physical demarcation. And with the width of the parade it is easy to have the lane on each side. I think the council has to show strong support for cycling infrastructure as this is the way the city must go to combat the rising congestion, in addition to better public transport/walking options. I am glad to see that option E has not appeared. I attempted to engage with IBRA by means of attending their meetings and trying to put across alternative views, but it was very challenging. The love the bay process, I feel, really engaged a wider aspect of the community, and it is from this process that Tonkin and Taylor came up with options A to D.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 3270

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3271

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 60 +

E 3272

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Back to the original design

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3273

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** #paintitback

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group =

E 3274

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E: The Residents Association and Business Reps Proposal.

Return The Parade to its original layout.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3275

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I liked that it will be easier to see the various paths i.e. cycle, vehicle, pedestrian because there is colour differentiation. I liked B,C and D as the kerb was separating cycles from cars travelling. In all options Cycles are not passing directly past parked cars so reducing the chance of getting hit by doors opening and meaning that people have less difficulty getting babies and children into car seats and it is safer for people with mobility difficulties getting into and out of, cars. Option A though has cyclists riding alongside vehicles; it does not provide a separation from traffic and is therefore less safe. Option D has angle parking in the business area and I think is less safe. I hardly ever use these parks and I've lived here over 30 years. Its hard to see other cars coming and coming around Medway st. They are also unsafe for cyclists and pedestrians (though they should not be jaywalking, they (I) sometimes do.

For pedestrians, I like the separation from the cycle way but perhaps a graded surface as well would assist those with vision impairment or consultation could see what would suit best. Graded surface may not be suitable for other people in wheelchairs, mobility scooters and may be harder to use buggies, so some way of assisting all users to differentiate.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3276

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I want to see the parade returned back to its original design with car parks returned both in the business area & for residents along the parade curbside. I would then like to see a clearly painted green wide cycle way painted to run beside the parked cars & moving vehicles prominent for everyone's visibility & safety. Exactly what we initially had with a slightly wider very visible cycleway - safe for all users.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3278

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Representatives.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 3279

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Paint it back to the original.

**Submitter details:**

Suburb = Wellington Central City = Wellington

Other

Age group = 18-29

E 3280

**COMMENTS:**

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Return the parade to what it was before the cycleway.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3283

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I think the way other communities have been using cycle ways for years is also fine for island bay, the amount of people using these cycle lanes is so minimal compared to the inconvenience on the general motoring and pedestrian population

**Submitter details:**

Suburb = Te Aro City = Wellington

Occasional visitor

Age group = 30-39

E 3284

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** safety

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3285

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C is the safest for cyclists, I really like the cycleway being above road level.

I do not want it back the way it was, that is a waste of money and I do not like the island bay residents association. They do not represent the majority of island bay and they are pushing their own agenda.

E 3286

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/ Business Association

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

**COMMENTS:** I dont think having cars parked in the middle of the road works. Passengers dont know to look for bikes and open the doors on you as you bike past. I think its is SO important to have a cycle way that I would rather see an option which allows for bikes to have space, but does not cause upset in the community

**Submitter details:**

Suburb = Te Aro City = Wellington

Regular visitor

Age group = 18-29

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I prefer option A because I believe it is safer for both drivers and cyclists.

**Submitter details:**

Suburb = Melrose City = Wellington

Resident

Age group = 30-39

E 3289

COMMENTS:

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 40-49

E 3290

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I want the safest and best option for cycling and this seemed the best order. Option A from what I have read is substandard.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3292

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Option A - Road-side cycleway is the best option.

Do not change the business area. Removal of 17 parking spaces from the business area will result in the closure of businesses. We will no longer have a business area. I find it hard to believe this has even been put forward as an option.

The current layout for the business area is already a safe low-speed zone. It doesn't need changing regardless of which option is selected. Leave it as it is and save some money.

Why is the removal of another 40 parking spaces required for Option A? The current kerb-side design is the reason for the visibility issues as parked cars are sitting 1.8 meters out into the roadway. Revert to a road-side design and the visibility issue is largely resolved without the need to remove further car parks. There was never any aspect of a visibility issue on The Parade prior to the construction of the current kerb-side cycleway.

Why is Option D the only one that does not require the removal of 17 car parks in the business area? Why could this same approach not be applied to the other three options?

Why is there a requirement for a 'consistent cycleway design along The Parade'? The roadway is not consistent. The footpath is not consistent. This seems to be a nice-to-have that will have a significant impact on the business area and ad cost.

How does the addition of a raised concrete traffic island between the cycleway and parked vehicles, in Option B, reduce the visual impact of the cycleway?

Consider reducing safety strip and cycleway by 0.15m each. This will allow for a 0.6m median strip. Under Option A the cycleway will not need to be as wide as faster cyclists will be able to pass slower cyclists on the traffic lane.

How much of the total cost of all options is for re-sealing? This should be explicitly stated.

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 50-59

E 3293

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to see the Parade returned to it's former splendid form. It seems to serve no-one in it's present form and bikes don't seem to use it much. It looks cluttered and dangerous. A shared footpath which allowed bikes and pedestrians would work better. I think that the people who actually live in the area deserve a disproportionate say in the outcome because they have to live with it all the time. Thanks

**Submitter details:**

Suburb = Other City = Lower Hutt  
Occasional visitor  
Age group = 30-39

**E 3294****Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level  
2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements  
3rd = I don't have a third most preferred option and therefore don't wish to rank the other options  
4th =

**COMMENTS:****Submitter details:**

Suburb = Island Bay City = Wellington  
Resident  
Age group = 50-59

**E 3295****Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level  
2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements  
3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking  
4th = I don't have a fourth most preferred option

**COMMENTS:** I'm really impressed that 3 protected cycle-way options have been provided. As a resident who has raised 2 children in island bay . I really appreciate a move away from the roadside design. When I used to cycle down to the beach with my children (when they were learning to cycle)and before the current cycle-way was installed , my children were to nervous to ride on the roadside , but choose the footpath. Which of course I was nervous about with cars pulling out of driveways. I'm really enjoy seeing how many parents and children are now using the cycle-way . I also find it great to cycle on as a regular cyclist. I now do all my shopping trips by bike. It just makes it less stressful not having to look behind for close passing cars. I have chosen option C as my favorite as I like that it has a slightly raised and wider path, allows a good road width. And I really believe this first part of the cycle network into the city needs to be done to the best possible standards , safety and best practice guidelines. I didn't vote for option A as I believe a return to roadside would be unsafe and would discourage new cyclists to use it, as with example of my children above. Also any return to roadside would lower the standard being set for the rest of the network. I look forward to seeing an improved kerbside cycle way and a vibrant island bay center to follow.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3296

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Kilbirnie City = Wellington

Occasional visitor

Age group = 40-49

E 3297

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** As a cyclist think the present cycleway is problematical. While the cyclists are sheltered from the cars, they are also obscured from the cars, for when they have to cross side roads. Also people opening their car doors on the right hand side are naturally more cautious than those on the left (who might include small children who are less visible to cyclists).

I think having a nice wide cycleway on the outside of parked cars would be fine. My concern is the huge cost this seems to entail (\$4million). Why are we spending all this money fixing an area of road which was not too bad for cycling before, but ignoring worse areas, such as further up towards Berhampore (or providing pedestrian and cycle crossing for Evans Bay Parade for that matter)?

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3298

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Option A gives the best chance for cyclists and motorists to see each other at intersections. Having separation between cyclists and cars is great, but there are so many intersections along this stretch of road, that the separation is not continuous, and at every intersection and cyclist and motorists tend to emerge into each others sight lines abruptly from behind a row of parked SUV's. This introduces risk at every intersection, especially when cars intend to turn left off the parade and onto a side street.

**Submitter details:**

Suburb = South Gate City = Wellington

ResidentRegular visitor

Age group = 30-39

E 3299

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Separation from cars and pedestrians for the benefit of all interested groups. The current situation is dangerous but a cycleway is essential. Therefore - change is required. Ramped kerbs should be used on the cycleway with option B to allow for when a cycling might have to swerve and this potentially hit the kerb at speed.

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 50-59

E 3300

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

E 3301

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** As a cyclist, option B appears to be the best option from a safety perspective. This option provides clear separation from vehicles and pedestrians. I cycle through Island Bay on a daily basis and the current layout does create some safety issues, particularly with vehicles consistently parking too close to the curb. This option ensure vehicles cannot encroach on the cycleway. It also ensures pedestrians will not wander onto the cycleway.

I have selected a preferred option based on what is best from my cyclist's perspective. However, I expect that businesses will be opposed to a reduction in parking in the business zone. In my view, retaining the angled parks in the business zone would provide a concession of sorts to the businesses, and still provide a reasonable level of safety and accessibility for cyclists. I would not be opposed to an alternative option comprising option B in the residential zone and option D in the business zone. For the record, option C is the most aesthetically pleasing in the business zone.

I do not support the option put forward by the Island Bay Residents Association. This option presents a backwards step, which only caters to pedestrians and vehicles. Under IBRA's option cyclists will still be exposed to heavy traffic, and moving vehicles will not doubt enter the cycleway. It also does not protect cyclists from buses. I also do not support IBRA's proposal to remove the speed bumps from the business zone. That suggestion appears to contradict their non-committal proposal to 'look at reducing speed limits on the parade'. Speed bumps are an important safety feature given the limited visibility when reversing out of angled parking.

I consider options B, C and D are all an improvement on the current cycleway. I consider that an implementation phase, post-construction, should be accompanied by an education campaign aimed at vehicles, pedestrians, and cyclists to make everybody aware of rules and etiquette. I also consider that the cycleway should be painted in green along the length of the parade, and accompanied by clear signage.

As a final point, I would be opposed to having a cycleway at the same level as the footpath. In such a scenario, I expect that pedestrians will wander onto the cycleway creating the potential for collisions. If such an option was put forward then an education campaign and green paint is even more critical.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3302

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Back to the way it was originally! Don't sacrifice any car parks.

**Submitter details:**

Suburb = Aro Valley City = Wellington

Regular visitor

Age group = 60 +

E 3303

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** As per the island bay business and ratepayers association.

**Submitter details:**

Suburb = Northland City = Wellington

Occasional visitor

Age group = 30-39

E 3304

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I've ridden along the existing cycle way and think with the improvements suggested in option C, D, or B it would make it much safer for people of all ages and abilities to cycle.

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 30-39

E 3305

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Separated lanes are safer and encourage people of all ages to bike. That's good for the community, environment and health. Roadside lanes are a dangerous relic of the past and must not be reinstated. Angle parking is not a good option as that space is better used for wider footpaths and café tables. Businesses overrate the importance of parking. Catering for active modes is better for business in small centres like iBay.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 50-59

E 3306

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** A separated kerbside lane is the only option. The raised kerbing between bikes and parked cars will prevent poor parkers from encroaching on the cycle lane.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3307

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** In my cycling experiences, I have always felt safer and preferred cycling separated from the traffic and off the road altogether is better. Therefore options 3 and 4 are my preferred options. Also, being a resident of Island bay I know this road well and feel it would work well.

**Submitter details:**

Suburb = Melrose City = Wellington

Regular visitor

Age group = 40-49

E 3309

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** The cycle way is so safe and is the way of the future to encourage cycling. I lived in Amsterdam for many years which is similar to island bay and it worked really well

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3310

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please return to the original design of the road, with a clearly marked cycle lane on the right of parked cars.

**Submitter details:**

Suburb = South Gate City = Wellington

ResidentRegular visitor

Age group = 40-49

E 3311

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return the Parade to what it was

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 18-29

E 3312

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 3313

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** None sorry

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 3314

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I want separation from the road and parked cars

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3317

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option 5 as put forward by the Island Bay Residents' Association and Business Representatives.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3318

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** i support all options that encourage safe biking. the current plan does not do this well. options d and c both have raised safety medians that keep bikers safe from parked car doors opening. that is important

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 40-49

E 3319

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Paint it black

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3320

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Should be put back to how it was. As a cyclist I have used the cycleway in its previous form daily over many years and found it safe and easy to use for all users (cyclists, drivers and pedestrians). The new design is a joke. My family all ride bikes and I would not let any of them ride the cycleway as is. It has ruined Island bay. It hides cyclists from view and makes getting in and out of driveways and side streets dangerous for everyone. As someone that lives in Island Bay I have seen first hand many near misses and conflicts caused by the current design.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3321

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E island bay residents association/ business association

**Submitter details:**

Suburb = Crofton Downs City = Wellington

Regular visitor

Age group = 50-59

E 3322

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3323

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** 1) I would be happy with any of the three options selected, but thought that the raised cyclepath made sense.

2) I also think as much parking as possible should be retained, especially in the area between the cinema and shopping area, including as much angle parking as possible. If this is not possible, the Council should consider an off-street carparking area.

3) Please note that I attended the cycleway meeting which I had thought was a Council run meeting, and discovered was actually a tactic by the IBRC to force their viewpoints. I feel angry that the IBRC are purporting to represent the views of residents, when they don't, and make it very difficult for people who have differing views from them to feel that they can speak up - including at that meeting.

4) Safety was raised as an issue at the IBRC meeting. As I am sure Councillors will be aware, Option A, and the IBFC Option E will be unsafe and unsuitable for children cyclists - our most vulnerable road users.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3324

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like The Parade to go back to the way it was and no more car parks taken away

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3325

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** return to original condition

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 30-39

E 3326

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** It should go back to the way The Parade was previously.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3327

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E: Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Other City = Lower Hutt

Regular visitor

Age group = 18-29

E 3329

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I dislike the current cycleway as cars are unable to use the kerb as a guide and this makes it more dangerous for cyclists and motorists, I do not believe that Option B is sensible because it creates too many divisions and the raised kerb would be a trip hazard. Having travelled extensively in The Netherlands and Europe, the model of having a wider footpath with two lanes, such as those in Options C & D is safer for motorists, cyclists and pedestrians.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Occasional visitor

Age group = 18-29

E 3330

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** cyclists need an area that is safe and away from moving cars. putting a cycling pathway next to footpath and parked cars means that cyclists are aware of pedestrians rather than worrying about traffic

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 18-29

E 3331

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3332

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I favor a return to the original road layout with no enhancements.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

ResidentRegular visitor

Age group = 18-29

E 3333

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** It gives all users of the space the right to a safe and enjoyable experience.

**Submitter details:**

Suburb = Strathmore Park City = Wellington

Occasional visitor

Age group = 30-39

E 3334

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I believe the current design is good, just needs refining.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3337

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** I want my kids to be safe when biking. Meaningfully separating cars from cycles does that.

**Submitter details:**

Suburb = Hataitai City = Wellington

Other

Age group = 18-29

E 3338

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentLocal business owner

Age group = 50-59

E 3339

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3342

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I am an active cyclist and I think having the parked cars on the road side of the cycle lane is ideal. I also think that the current implementation causes significant uncertainty for car users, when they park and get in and out of parked cars - in fact I have had a number of close calls when people walk straight out onto the cycleway to and from their car. To alleviate this, I believe the ideal solution should have the cycleway "connected" with the footpath, so it is clearly not part of the road.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3343

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Restore back to original road layout without removal of car parking.

**Submitter details:**

Suburb = Kingston City = Wellington

Regular visitor

Age group = 30-39

E 3344

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back how it was

**Submitter details:**

Suburb = Kilbirnie City = Wellington

Regular visitor

Age group = 30-39

E 3345

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I prefer the options that offer seperation of bikes and cars, by having parked cars in between the cycle way and road. On balance between options B, C and D I prefer option C as it has parallel parking and the cycle way will not have a high curb on both sides (and therefore should be better for unsteady cyclists and/or pulling out of the way so a faster cyclist can overtake).

I don't live in Island Bay but I do drive and cycle and walk in the suburb regularly, so am keenly interested in a solution that is workable and safe for all. I am also interested because I live in Kilbirnie, where the Eastern suburbs cycle way process is underway. I regularly cycle, walk and drive around Kilbirnie and Lyall Bay and into the city, and would like to see the Island Bay solution set a good standard for what is rolled out in other suburbs.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3347

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to original layout No enhancement- give us our streets back please

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Regular visitor

Age group = 18-29

E 3348

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return The Parade to how it was (as per the proposal made by IBRA and the Island Bay Business representatives).

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 18-29

E 3349

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I would like to see physical separation of the cycle lane and parked cars as cars frequently park half in to the cycle lane at present, and I imagine drivers would find it difficult to line up to the existing painted markings. I would like to see the cycle lane raised and levelled as the current path is angled steeply and it sometimes feels like you are going to get caught in the gutter.

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Regular visitor

Age group = 50-59

E 3351

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Other City = Porirua

Occasional visitor

Age group = 18-29

E 3352

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Res Association and Business Reps

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 60 +

E 3353

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** This option seems the best compromise for a highly contentious local issue.

Having been a commuter cyclist myself (including having experienced being knocked off my bike by a car door being opened into my pathway) I support the construction of cycleways. But like many others, every time I drive down the Parade, I regret the loss of the once attractive boulevard so would prefer to see an option that recreates that visual sense (by getting parked cars back by the curb). It is regrettable that the first attempt has already been costly and I would prefer to see the remedying of this fiasco cost rate payers as little as possible.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3354

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I want one that provides the best protection for kids and allows anyone to access safe cycling.

**Submitter details:**

Suburb = Kilbirnie City = Wellington

Regular visitor

Age group = 30-39

E 3355

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I prefer the bike lane to be half height in any option.

**Submitter details:**

Suburb = Mount Cook City = Wellington

Occasional visitor

Age group = 18-29

E 3356

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3357

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - The Residents Association and Business Representatives proposal.

**Submitter details:**

Suburb = Wadestown City = Wellington

Occasional visitor

Age group = 50-59

E 3358

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to support "Option E - Island Bay Residents Association/Business Association". I think that the local residents are better placed to judge what is needed for their community in Island Bay than the cycleway planners.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 60 +

E 3360

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3361

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E Island Bay Residence A association/Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3362

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Safety was the most significant issue identified by the 'Love the Bay' process. This is best achieved by a kerb-side cycleway. Safe cycling facilities will increase cycling participation, reduce congestion and improve peoples health.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3364

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I like the current design where bikes are protected from cars, and are not travelling in roadside lanes. Roadside lanes do not give cyclists enough protection from traffic. my family and I cycle on the Parade regularly than the current design is an improvement on the old design. I believe Options C and B would be even better and safer.

**Submitter details:**

Suburb = Wilton City = Wellington

Regular visitor

Age group = 40-49

E 3366

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd =

3rd =

4th =

**COMMENTS:** I've moved to Wellington from Christchurch recently and very much miss cycleways which provide separation from traffic. These FEEL safer and ARE safer. A difference in level provides additional cues to motorists not to encroach.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3367

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back to how it was originally including reinstatement of all removed parking and bus stops, and stop wasting rate payers money. There is no need to remove any car parks in the interest of safety. It was safe enough before the cycleway was implemented.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 40-49

E 3369

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** The cycle way should be seperated and raised for safety. Also parking around the shops is critical to me using the shops. The parks are always full and any reduction in these will effect my use of the shops. I will go somewhere I know I can get park.

I also have concerns that disabled parks in all options are not designed with disabled drivers in mind.

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitorOther

Age group = 50-59

E 3370

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island bay residents / business association option

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 60 +

E 3371

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** None of these designs are anywhere as good as the original layout, which was NOT broken, so didn't need fixing. The cycle track on the footpath at the bus stops is too dangerous as it stands, as the cyclists travel too fast and endanger the people alighting from the bus. The entry points to this track need to have the smoothing removed and a bump there to slow the cyclists down. There is already 1 local dairy that has been forced to close due to the cycle-way changes and other businesses that have suffered considerably. This is an unacceptable action from the council and reflects very poorly on the council staff's attitude to the suburb.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3372

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Representatives.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 60 +

E 3373

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I like the current cycle way with the traffic separated from cyclists by parked vehicles and would like the council to get on with it and now extend the cycle way into the city.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3376

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option as per Island Bay Residents association.

**Submitter details:**

Suburb = Miramar City = Wellington

Occasional visitor

Age group = 40-49

E 3377

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Newtown City = Wellington

Resident

Age group = 50-59

E 3378

**COMMENTS:** We need to get more people onto bikes and the best way to do this is to provide for their safety. My preferred option protects cyclists from cars on the road and maximises parking opportunities by providing angle parking. This option also protects cyclists from passengers opening doors into their path (as the current model allows for).

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3379

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** 1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.

2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.

3. Put unmarked car parking back against the kerb, no markings equate to more car parks.

4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.

5. In the shopping centre retain the current shared space and car parks.

6. Look at reducing the speed limit along The Parade.

7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.

8. Retain pedestrian crossings on The Parade.

To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3380

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 50-59

E 3381

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C appears to offer the best match for actual usage of the business area - there are far more people than cars in the business area, so people should get the extra space. The difference between the pedestrian and cycling spaces need more than just a change of colour, but should work OK.

Perhaps angle parks with narrower footpath could be an option for some areas outside the business area, where pedestrian traffic is less?

It is particularly important to me that this decision is made based on evidence and peer-reviewed research. There is always a desire for things to stay the way they they have been. Island Bay, and Wellington city, deserves, and can get, a 21st century solution.

Any concept of a 'silent majority' of support was reflected in the Council elections last year.

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 40-49

E 3382

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** We must have separated cycle ways to keep people safe and help motorists see where the cycle paths are. only this will encourage more cycling especially families and children to school.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3383

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E ,The one you are hiding from people that weren't at Mon 27th July meeting in island bay to original

**Submitter details:**

Suburb = Khandallah City = Wellington

Regular visitor

Age group = 50-59

E 3384

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I want the parade to be returned to pre-cycleway setup

**Submitter details:**

Suburb = Johnsonville City = Wellington

Regular visitor

Age group = 50-59

E 3385

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Gisborne

Regular visitor

Age group = 40-49

E 3386

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3388

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option A is a great leap backward. I'd be worried about being hit from behind by a car or 'doored', just like on any other road without a separated cycleway. I wouldn't feel comfortable letting my kids ride to school on it. If we can't do better then Option A in the Bay, I be pessimistic about the Council's ability to improve cycling access and safety in the rest of the city.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3389

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I would prefer the Parade be returned to it's original design pre-cycleway. Following this, spend the leftover \$5m budget via compensating residents and business owners with an upgraded shopping area, planting, good pavements, decent road surfaces, street lights that work and a general makeover of the IB park areas. Yep, basic suburban infrastructure.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3391

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association / Business Representatives Proposal

The four proposed options are not acceptable to residents of Island Bay. It is not acceptable to lose parks in our family friendly village (availability of drop in parks is essential), or for residents along The Parade where some houses have minimal off street parking is available to them.

The alignment of the current cycleway is dangerous. Cyclists are not easily visible when driving down The Parade or when we are turning at intersections. The alignment of cyclists entering the footpath makes it difficult when I'm using the footpath with my children (i.e. I try to avoid walking down The Parade now).

It is difficult to understand how Wellington City Council can consider themselves to have responsibly spent ratepayers money - you have spent so much money on the cycleway to date, and then propose to spend a lot more money to resolve the issues...

I am a recreational cyclist. I would prefer WCC spent money on developing recreational cycling tracks, both as mountain bike tracks, maybe around the south coast, and an off-road route to the city from Island Bay that could be used by commuters. Wellington is a steep, hilly, windy, wet city, with narrow streets. Trying to shoe-horn cycleways onto these routes is going to be an endless battle (as experienced in the Island Bay example) - especially when thinking of the route onwards through Berhampore etc. Trying to make cycling a commuter solution is relatively senseless, compared to bus transport which can deliver a far more effective commuter solution to a wider group of people. Recreational cycling solutions (which can be used as commuter routes) seems a far more sensible and FUN option to develop Wellington as a cycle friendly city. The town belt could be used for this.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3394

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** My preferred option would to simply return to the original layout. It was simple, clear and it worked well for all road users and pedestrians and is obviously the most cost effective choice. Of the four choices presented only A is acceptable to me, though I object strongly to the loss of carparks proposed.

**Submitter details:**

Suburb = Kilbirnie City = Wellington

Regular visitor

Age group = 40-49

E 3395

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Separation of cycles from vehicle traffic will significantly improve the safety for children and inexperienced riders. These areas represent where future growth in cycling will be and need to be encouraged and supported to ride in a safe manner. Having the raised lane also increases the demarcation for passengers exiting vehicles (to avoid stepping into path of riders)

**Submitter details:**

Suburb = Island Bay City = Wellington  
ResidentLocal business ownerOther  
Age group = 40-49

E 3396

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level  
2nd = I don't have a second most preferred option and therefore don't wish to rank the other options  
3rd =  
4th =

**COMMENTS:**

**Submitter details:**

Suburb = Berhampore City = Wellington  
Regular visitor  
Age group =

E 3397

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level  
2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking  
3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements  
4th = I don't have a fourth most preferred option

**COMMENTS:** Option C looks the safest option for cyclist and motorists alike. One of the problems with the current cycleway is that it's road-level, and lower when the camber is taking into account, so it's hard to see e.g. children cycling. Getting the cycleway up to footpath level solves this. Option C should be modified to put some kind of soft barrier in between the cycleway and the footpath to avoid any collisions.

Can I add that we use the cycleway with our children and have found it a great improvement compared to before. We definitely don't want a return to no cycleway or a roadside option - that's not safe for children on bikes or motorists having to navigate another potential hazard.

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 3398

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** The current cycle way works well - physical separation from cars would greatly improve it.

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 18-29

E 3399

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** It's the safest option, best practice overseas, and will encourage people to cycle more

**Submitter details:**

Suburb = Khandallah City = Wellington

Occasional visitor

Age group = 50-59

E 3400

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option C - One-Way Separated Kerbside Cycleway - Above Road Level

**COMMENTS:** Option A is my preferred option because it is the suitable for commuter and fitness cyclists. These categories of cyclists includes eBike riders and typically cycle at speeds between 25-40km/h. This speed is similar to cars, so it makes sense to have the cyclist next to the cars. Option A also provides the cyclist with the flattest, surface which again is required to cycle at these speeds. It is not the best option if the aim is to provide a lane for slow cyclists - families with small children for example. In this case, Options B-D are better suited. But they are poorly suited for commuters.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3401

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option D without the loss of any car parking. The future of ALL suburban businesses rely on people visiting and spending, this is vital to keep the lifeblood of of Island bay going. There is little enough parking now so to do away with spaces is ridiculous and would force traffic into the side streets where residents park.

If this isn't possible then I would like to suggest Option E which is to revert back to the parade prior to this ridiculous shambles of a cycle way was put built.

Island Bay had a Parade, now it has a Circus!!!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3402

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 50-59

E 3403

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option A is does not separate cyclists from cars - not safe for children.

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Safety of cyclists from road traffic including large vehicles like buses

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 60 +

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Safety not to hit pedestrians crossing

**Submitter details:**

Suburb = Other City = Lower Hutt

Regular visitor

Age group = 60 +

E 3406

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** option e- ibra and business reps recommendations

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3408

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I do not support any of the options A - D. I prefer the Parade be reinstated back to it's original design as advanced as "Option E" by the IBRA and BA on Monday night's meeting. Specifically, the cycleway should be returned to the outside (right side)of parked cars but clearly marked in green paint (unlike previously). The parking lines should be removed to allow more parking, not less. There is no need to remove any more carparks. The business area should remain angle parking. The effect on businesses of removing 17 carparks will be immense. The current cycleway is simply unsafe and impractical, particularly for younger cyclists who cannot be seen behind parked cars. The Parade is used by ALL Island Bay residents to visit businesses, churches, bowling club, doctors, etc. and the loss of carparks affects the whole community, not simply people who live on the Parade (I live on the Parade but have access to 4 off street carparks so this is not a self interest issue for me).

A return to the original street width and kerbside parking will make all road users much more visible and the increased road space will return the Parade to a safer environment for all users. The return of more parking will enhance community interaction in Island Bay. The Parade was never an unsafe road until the implementation of this current cycleway.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3410

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 50-59

E 3411

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please return the beautiful Iand Bay parade back to how it was originally before it was distroyed by the previous mayors stupidity

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3414

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3417

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Mount Cook City = Wellington

Other

Age group = 40-49

E 3418

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I want Island Bay Parade to REVERT BACK TO WHAT IT WAS ORIGINALLY, before the cycle lane. I grew up in Island Bay, and was a resident there from 1972, when my parents shifted to the suburb. My parents still reside in Island Bay. This cycleway is an absolute shambles, and the way that it came about is nothing less than a disgrace. It's about time that W.C.C. LISTENED to what the overwhelming majority of Island Bay residents want - NO CYCLEWAY!

**Submitter details:**

Suburb = Berhampore City = Wellington

Local business owner

Age group = 60 +

E 3419

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Paint it back to the original.

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Messed it up so badly the first time, I don't trust your ideas.  
Island Bay Residents Association/Business Association proposal.

**Submitter details:**

Suburb = Ngaio City = Wellington

Regular visitor

Age group = 30-39

E 3424

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return it back to the wide safe boulevards it was before.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3425

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I want it back to the way it was. Not enough volume of cyclists to warrant the upheaval and dangerous, messy situation that it has been made into.

My choice is Option E = the option outlined by the Island Bay Residents Association/Business Association.

For more information, email the Island Bay Residents' Association, on islandbayes@gmail.com

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 60 +

E 3426

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I vote for Option E, as proposed by the Island Bay Residents Association.

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Occasional visitor

Age group = 30-39

E 3427

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Separating the bikes from traffic is obviously the best solution. I have chosen B which leaves the bike level lower than the footpath, as I think it will make it less likely for pedestrians to stray onto the cycleway. Bikes away from traffic is obviously the safest, with a barrier to the doors being opened onto their paths. I would not feel safe with my children riding on the path next to traffic, but if separated, we can all use the cycleway safely and make us less likely to drive around island bay. Thanks for designing these excellent solutions!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3429

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I do not think any of the options provided reflect my wishes or those of the majority of Island Bay residents. I support Option E as presented to the council by the Island Bay Residents' Association - i.e. a return to the road layout and street parking we had previously, with parking at kerbside, cycling adjacent to parked vehicles, centre lanes for moving vehicles.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3430

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer the Island Bay Residents Association option described as Option E at the meeting on July 31.

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 50-59

E 3432

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I believe Option B, a separated cycleway with enhancements such as "sleeping policemen" or small raised barriers to delineate the cycleway will bring benefits to both motorists and cyclists of all ages. It's the best way for drivers to ensure they park outside the cycle lane and will also help remind passengers in cars to check for cyclists before opening their doors. This type of construction is very common in places like Barcelona. I'd also like to remind the Island Bay residents association that all the ratepayers of Wellington are contributing this enhancement of their suburb. My husband and I have enjoyed cycling around the coast from Lyall Bay, riding up your lovely cycleway and spending our money at your local cafes and other shops.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 40-49

E 3433

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** I prefer B over C and D because being road level means less problems when meeting other roads. I like B, C and D because of the definite separation between car and bike. When riding normally on a road without a cycle-lane I don't like angle-parked cars because it's difficult for drivers to see behind them. In this case it doesn't matter because the cyclists won't be on the road.

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 50-59

E 3435

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put cycle at back the way it was... Island bay residents/association option

**Submitter details:**

Suburb = Khandallah City = Wellington

Regular visitor

Age group = 50-59

E 3437

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay residents association option

**Submitter details:**

Suburb = Vogelstown City = Wellington

Regular visitor

Age group = 60 +

E 3438

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3439

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** looks the safest

**Submitter details:**

Suburb = Kilbirnie City = Wellington

Regular visitorOther

Age group = 30-39

E 3440

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** It's the safest option for cyclists.

**Submitter details:**

Suburb = Houghton Bay City = Wellington

Regular visitor

Age group = 40-49

E 3441

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:** My concern as a cyclist with the current cycleway is visibility to traffic coming from side roads when entering intersections. Option c will solve this. My concern as a parent is taking my kids on their bikes through the shops. Its terrifying at the moment. all the options except A fix this. I would not like to minimise risk of pedestrian hazards though, so option C and B is better than D

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3442

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** It is best to separate cyclist from cars. A shared path with pedestrians with clear separation between seems a logical option and hopefully a safe one.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3443

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I would like the old lay out, but that choice is only available with some changes therefore that's why I chose this.

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitor

Age group = 18-29

E 3444

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd =

4th =

**COMMENTS:** I am in favour of Option C as the best for all road user's safety and to make The Parade a wonderful destination for everyone. The key differences of Option C is the raising of the cycleway up from road level. This will let cyclist be a little higher - improving visibility, and along with some careful surface treatment, will mean you would not be riding in a deep channel.

Option B is next most preferable as it is the same configuration, but it is keeping the cycleway at road level - creating a deeper channel.

Option D is ok as well, the main difference from C being that the business area retains angle parking - which in turn removes a lot more footpath space in that section. This choice goes contrary to a lot of input I saw of people wanting a nicer village centre to walk and linger at.

Option A does not meet the design criteria. The engineers were explicitly asked to include a roadside lanes option by the council. Had they not had this constraint, I very much doubt it would exist. They state in the report that it does not meet the criteria.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3445

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** There's no option to return it to how it was without enhancements. Why not? The work didn't need to happen in the first place. No one wanted it, the community didn't want it, it was a waste of money and has caused more accidents since it was put in. I live on the parade and backing out of my driveway is dangerous and ridiculous.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

# E 3446

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I like that the cyclists are off the road but separated from pedestrians, and that there will be more parking. As a non cyclist I would be happy to sacrifice some of the footpath and have it narrower to make it safer for cyclists, particularly children who are at risk when they cycle in the same space as moving cars.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

# E 3449

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - The Residents Association and Business Representatives proposal with minor adjustments to number 7 as identified below.

1. Reseal The Parade approx cost \$280,000 based on council figures for 2016 where they spent \$9.5 million resealing 68km of road.
2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put in and re-kerbing approx half a kilometre of The Parade.
3. Put unmarked car parking back against the kerb, no markings equate to more car parks.
4. Clearly paint using green or another colour, a cycleway on the roadside of parked cars, increasing the width by half-a-metre from the original cycleway design.
5. In the shopping centre retain the current shared space and car parks.
6. Look at reducing the speed limit along The Parade to either 40 or 30 km/hr as it is too dangerous as it stands at 50 km/hr.
7. Maintain the speed humps around the shopping centre and maintain the height of the pedestrian crossings.
8. Retain pedestrian crossings on The Parade.

To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3450

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Below is the Island Bay Residents' Association and Business Representative's proposal for a fifth option - Option E.

1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.
  2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.
  3. Put unmarked car parking back against the kerb, no markings equate to more car parks.
  4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.
  5. In the shopping centre retain the current shared space and car parks.
  6. Look at reducing the speed limit along The Parade.
  7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
  8. Retain pedestrian crossings on The Parade.
- To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3451

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E not listed.

I live in Tamar St and have been appalled by the design delivered and believe E is the best option after careful consideration of the other options.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Occasional visitor

Age group = 18-29

E 3452

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** I find it safer riding with a separated cycleway & I also think it's better not to spend too much money changing what we've got. I'd prefer more money invested in cycleways throughout Wellington.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3453

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Our community can not afford to lose car parks near the businesses -if they close more of us will be driving every where . I am concerned 'the raise the curb options' will be even more expensive than the horrific estimates already costed, but at least option D would keep our car parks and our village going. My support for Option A is conditional on not removing the village car parks and this could work without removing car parks if cyclists could share the footpath and ride very SLOWLY for that short bit of the village, - ie an amended Option A for the village is needed. Continuity can not be worth destroying our village's viability, and I'm sure an on footpath cycleway can be introduced into the village part clearly and safely - an amended option A that combines option D in the village for e.g. The current cycle way set up is awful, a hazard for drivers and people getting out of cars, with no safety margin if people get out of there cars into the lane and no where to go if a wide vehicle comes at you. There is too much going on visually and it is confusing for people new to the area. I have also seen kids so little on the current cycle way they even on their bikes are shorter than the bonnet height of parked cars so they can't be seen at all by the driving cars. My daughter has been knocked over by a cyclist on a pedestrian crossing on the current layout - cyclists need to understand they too have to be careful of others, go slow/be prepared to stop at times and give way and ride slowly in shared areas. In short everyone needs to be careful and considerate to everyone else and make compromises. The costs of all this for rate payers is a nightmare but the current set up needs to be fixed. The whole thing wasn't really needed in my view in the first place and in the future council needs to look at real priorities and what most people want rate payer money spent on - a coastal cycleway, or spending it on the berhamphore to town legs would have been better use of money in my view . Social housing, or more subsidised public transport would also have been a better use of what will probably be near \$10m if the real costs so far are also included. Please do not take car parks from the village - have a slow bike line on the footpath. I also do not think you need to introduce car park time limits in IB residential streets unless they are very near a business. As an aside more car parks are needed in the city too - the costs of taking a family into town on the bus is quite prohibitive.

**Submitter details:**

Suburb = Woodridge City = Wellington

Occasional visitor

Age group = 50-59

E 3454

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

**Submitter details:**

Suburb = Wadestown City = Wellington

Resident

Age group = 60 +

E 3455

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put thde road back to what it was before the cycleway fiasco and stop wasting ratepayer money on useless proposals.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3457

COMMENTS:

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 3459

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

COMMENTS: it's safer for cyclists to be separate from moving cars

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 3460

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** B, C & D are all good options as they protect the cyclist from traffic. Option A doesn't protect cyclists enough.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 18-29

E 3461

**COMMENTS:** It's the best and safest solution for island bay to ensure future commuters can get to and from the city without relying heavily on vehicles. The added infrastructure to kerbs with planting etc will help enhance and beautify the current layout.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3462

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** It seems to be a lot of money and palaver to accommodate a very few cyclists of which I am one. At the public meeting the residents association made a suggestion of Option E which I would also support. The money saved by doing either of the two options I have suggested could go into updating Shoreland park, and upgrading other facilities especially roads in Island Bay to accommodate the 97 new households that are soon to join us when the Erskine complex is done.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3463

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I bike along the cycle way with my sons to go to football at Wakefield Park. It is good to have a safe space to bike as a family. My boys ride to the library and Island Bay skate park. A cycle way means we can let our older kids bike on their own on a busy main road.

**Submitter details:**

Suburb = Kelburn City = Wellington

Regular visitor

Age group = 40-49

E 3464

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option A, and other roadside cycleways, force young kids to cycle brushing right alongside heavy traffic. It's not safe and it's not sensible. Let's get it right and build a proper curbside cycleway in Island Bay and then more across Wellington.

**Submitter details:**

Suburb = Te Aro City = Wellington

ResidentRegular visitor

Age group = 18-29

E 3466

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** My family live on island bay parade and have had constant problems since the cycle way was put in. My mum and brothers wing mirrors have been knocked off by passing vehicles now that they have to park much closer to the centre of road. A cyclist also yelled at my mum when she tried to open the gate to her home as she had to stop her car over the cycleway while she did so. It's really not a clever solution and I think not very safe.

**Submitter details:**

Suburb = Karori City = Wellington

Occasional visitor

Age group = 30-39

E 3467

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = South Gate City = Wellington

ResidentRegular visitor

Age group = 50-59

E 3468

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Separated kerbside cycleway above road level and removal of parallel parking.

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to see The Parade put back the way it was before the upgrade

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 3473

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I cycle and want to feel safe on the road. Being between the parked cars and the kerb doesn't feel very safe for me.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3474

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** OPTION E - ISLAND BAY RESIDENTS ASSN/BUSINESS ASSN

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3475

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like it to be returned to the way it was .it was safe and I think the whole cuclaway was pointless....it's a cycle way to no where .....what a waste of money

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 30-39

E 3476

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The cycleway is dangerous for both motorists and cyclists. It has been detrimental to businesses in the parade, it is not used enough to warrant it.

**Submitter details:**

Suburb = Island Bay City = Wellington

Regular visitor

Age group = 40-49

E 3477

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The original way was not broken and didn't need fixing now its a complete mess and dangerous

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3478

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put the road back to how it was before the cycle-way. It was perfect!

**Submitter details:**

Suburb = Berhampore City = Wellington

Occasional visitor

Age group = 40-49

E 3482

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Safer for cyclists, which will mean used more frequently.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3483

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Go back to the original. Less danger, less confusion.

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 30-39

E 3484

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association: 1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.

2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.

3. Put unmarked car parking back against the kerb, no markings equate to more car parks.

4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.

5. In the shopping centre retain the current shared space and car parks.

6. Look at reducing the speed limit along The Parade.

7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.

8. Retain pedestrian crossings on The Parade.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3485

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** E. Please. People let their little kids ride along the cycle way alone. Who will be responsible when a driver turning into their gate hits that child because they cant be seen and the parent is not beside them.

Children should be on the footpath not tearing along the road because they think it is safe.

I walk to and from work along The Parade every day. Trying to cross the road when you can't see past the parked cars without walking out on to the road is difficult. Trying to do that safely with an elderly person is often impossible.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3486

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Refer Option E - Island Bay Residents Association/Business Association.

E 3488

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put the parade back to the way it was.

**Submitter details:**

Suburb = Hataitai City = Wellington

Occasional visitor

Age group = 50-59

E 3489

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I want a cycleway that 8-80 year olds can use. One that is inside parked cars is much safer. I like options c and b because they offer protection to cyclists. I would like there to be a way for cyclists to exit onto the footpath or buffer zone if they encounter an obstacle so some kind of gentle slope from each of these to the cycle path would be great. I love that parking is being reduced and that angle parking is being changed to parallel parking. Much safer for all road users. I like the width of the cycleway especially in option c. These options enhance what is already a great piece of infrastructure. I have seen option e from the IBRA and am very concerned with them wanting to eliminate speed reduction facilities in the shopping area. This is very backward thinking.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3490

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association proposal is my first preference. How can you take away so many car parks from the shopping area and expect businesses to survive? How can you justify putting the demands of a handful of cyclists over the livelihoods of Island Bay businesses? Having a cycleway kerb side is unsafe and confusing.

E 3491

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

E 3492

**Submitter details:**

Suburb = Berhampore City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Restore the Parade to it's original layout as proposed by the residence association

**Submitter details:**

Suburb = Johnsonville City = Wellington

Regular visitor

Age group = 50-59

E 3494

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** 2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.

3. Put unmarked car parking back against the kerb, no markings equate to more car parks.

4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.

5. In the shopping centre retain the current shared space and car parks.

6. Look at reducing the speed limit along The Parade.

7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.

8. Retain pedestrian crossings on The Parade.

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 30-39

E 3495

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back to wha it was before. As per IB residence Ass

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business recommendation

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** As a cycle skills instructor teaching children aged 10 and over to ride on the road I see a separated cycle way as being essential. The Parade is a significant arterial route with heavy volumes of traffic, particularly buses. Providing a separated cycle path is the only safe option in this situation. I prefer Option B as it will encourage cyclists of all abilities to use it.

The removal of angle parking is another essential element . Angle parking presents a serious hazard for cyclists especially children who may be invisible to drivers in larger vehicles.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 3498

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Kilbirnie City = Wellington

Other

Age group = 30-39

E 3499

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I like B & D because they create separated paths for cars, cyclists and pedestrians, it's the safest option for all. Safety should be prioritised over car parks.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3500

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3501

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I wish for the parade to be returned to the way it was before the implementation of the cycle way ruined it

**Submitter details:**

Suburb = Oriental Bay City = Wellington

Local business owner

Age group = 40-49

E 3502

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. A return to the original. Removal of carparks has a major impact on retail in the area. If option E is not available then option D. The Trust owns the major retail centre in Island Bay.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 3503

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I just preferred option B...

**Submitter details:**

Suburb = Te Aro City = Wellington

Regular visitor

Age group = 18-29

E 3504

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Cycle safety is very important. The cycle way calms traffic

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3505

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** please return The Parade back to how it was

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3506

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** 1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.  
2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.

3. Put unmarked car parking back against the kerb, no markings equate to more car parks.

4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.

5. In the shopping centre retain the current shared space and car parks.

6. Look at reducing the speed limit along The Parade.

7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.

8. Retain pedestrian crossings on The Parade.

To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Occasional visitor

Age group = 50-59

E 3507

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** IBRA and Business Reps Recommendations

**Submitter details:**

Suburb = Island Bay City = Wellington

Regular visitor

Age group = 18-29

E 3508

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:** 1) increase the walk ability of island Parade

2) Use trees with in the partition

This add shade and better for the environment

3) Add more seating, as the Island bay Parade is a long walk

4) There are hordes of kids (under 14) on scooters that are not being protected from traffic between Berhampore and Island Bay.

a) Extending the cycle way up to Berhampore can help with traffic protection.

b) increase the partition size form Berhampore to Island Bay for the kids

-Just have a look after 2pm-4pm

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3509

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to highlight that the submission form that we were given at the "Love the Bay" Drop in Shop does not have an Option E" in section 2 of form clearly marked. It is clearly marked on this on line form. The submission form available at the "Drop in Shop" needs to be amended to match the online form - urgently!

On balance my preference is for the proposal put forward by the Island Bay Residents Association as-

a/  
I feel that the loss of carparks in the business zone would have a detrimental affect in these businesses and make it difficult for those wanting to use these shops to find a carpark. This will result in carparking overflowing onto neighbouring streets- particularly on Friday and Saturday evenings.

b/  
I think the current shared space - where vehicles and cyclists share the road in the Business Zone is acceptable with the speed restrictions that are currently in place. Perhaps additional devices / signage could be deployed to assist users.

c/  
The costs of the 4 options presented by Council seem excessive (not even including costs expended to date) and I feel that the Island Bay Residents Associations proposal should be evaluated as it may be a more economical solution and represent less disruption to residents and business owners during the construction phase.

d/  
The loss of 40 carparks along The Parade needs consultation with property owners along The Parade as this could result in loss of amenity for these property owners- I suggest you need to discuss this loss of carparks with these property owners directly.

e/  
Regarding your Options C & D that show the cycle lane at the same level as the footpath are totally unacceptable as it puts pedestrians at risk. Cyclists sometimes travels at same speed as cars (electric bikes!) and I would not want these anywhere near pedestrians!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3510

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Lets not loose any more car parks, not spend millions more, look at what residents association has suggested, go for a lower cost reversal, retaining low speed zone near New World.

**Submitter details:**

Suburb = Other City = Whangarei

Other

Age group = 30-39

E 3511

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** The cycle lane needs to be protected from traffic and from car doors opening. B,C and D provide that protection. C and D are not as safe for cyclists and pedestrians because in my experience if they share the level of the footpath pedestrians tend to walk on the cycleway causing a hazard. This will lead to cyclists preferring to cycle on the road and make the bike path used only by cautious and slow cyclists. B has the protection and because it isn't at footpath level it discourages pedestrians from walking in it.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3512

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 40-49

E 3513

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I think my choices give the best solution for all road users.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 18-29

E 3515

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** My first preference, B, separates out the three modes of transport clearly and safely. My second preference feels like it could be more dangerous with faster moving cyclists, but at the same time I have experienced this layout a lot in Europe with little problem. This preference is preferred over C too because of the avoidance of car doors on cyclists.

**Submitter details:**

Suburb = Aro Valley City = Wellington

Regular visitor

Age group = 18-29

E 3516

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** The complete protection with a raised curb will stop parked cars from encroaching into the cycle lane. Some of this behaviour is poor driving, some is deliberate protest. The raised curb will provide actual protection for cyclists. There are far too many unused carparks on the Parade. I am for any design that seeks to remove more of them. Additional angle parking would be disgraceful and an attempt to solve a problem that just does not exist. I question the wisdom of spending millions out here when we should be prioritising the arterial cycle routes in the centre of town. Though of these designs the winners are clear.

**Submitter details:**

Suburb = Other City = Lower Hutt

Regular visitor

Age group = 30-39

E 3517

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** It seems like the safest option for motorists, cyclists and pedestrians. The cyclist is able to swerve out of the way of any obstacles that might be in their path which they would have less ability to do if they were in a "trough" at road level.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3518

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I think having the cycle way level with the pavement is a good idea and I think parallel parking should be kept in the shops area.

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 40-49

E 3519

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Option A removes the unsafe elements of the current design and protects cyclists and motorists from accidents resulting from reduced visibility of each other. This option also preserves the unique character of the boulevard style of The Parade, but also has a clearly demarcated cycleway. I believe on balance this is the best option for cyclists, residents and vehicle owners

**Submitter details:**

Suburb = Kingston City = Wellington

Regular visitor

Age group = 40-49

E 3521

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Auckland

Regular visitor

Age group = 30-39

E 3522

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Options C B and D all provide safe seperated cycle facilities for all ages. Option A does not and is not appropriate.

**Submitter details:**

Suburb = Northland City = Wellington

Regular visitor

Age group = 30-39

E 3523

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** My understanding is that you are trying to protect cyclist from the vehicles option a does not achieve this. Please consider better intersections ie dutch ?

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3524

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** "Option E - Island Bay Residents Association/Business Representatives"

Option E - The Residents Association and Business Representatives proposal.

1. Reseal The Parade approx cost \$280,000 based on council figures for 2016 where they spent \$9.5 million resealing 68km of road.
2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put in and re-kerbing approx half a kilometre of The Parade.
3. Put unmarked car parking back against the kerb, no markings equate to more car parks.
4. Clearly paint using green or another colour, a cycleway on the roadside of parked cars, increasing the width by half-a-metre from the original cycleway design.
5. In the shopping centre retain the current shared space and car parks.
6. Look at reducing the speed limit along The Parade.
7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
8. Retain pedestrian crossings on The Parade.

To be confirmed but and indicative costing would be no more than \$750,000

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 50-59

E 3525

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** to keep cyclists of all abilities separated from the traffic

## **Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

# E 3526

## **Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

## **COMMENTS:** Background

I am an engineer with previous background in traffic planning/road design (non-current)

### Conclusion

While I wished to support one of the proposed options, they are all sufficiently flawed to not justify support. I had assumed the objectives of this project were flawed, but on reviewing the Design Report July 2017 they simply have not been met. As we all know the original process failed the community and was about a cycleway at all costs. When I corresponded briefly in 2014 I didn't receive a response from an urban or traffic planner as I had expected but rather a "Cycling Champion". The Morrison Low report called for a full review with an "integrated transport solution" and a "broader urban design" which I fully agree with and it is very unfortunate this wasn't the mandate from the beginning. While the persons setting the objectives may have embraced this new philosophy it has not been transferred into the designs proffered suggesting that the design team was unable to sufficiently move away from the previous design and think/act more broadly.

### Detail

While not an exhaustive list I make the following observations:

1. Objective: "Maintain or improve the level of service for pedestrians" – this has not been met and has materially worsened. There are large numbers of small children in Island Bay and the bus bypasses are hazardous. Footpaths suddenly narrow at these points and on the eastern side are particularly narrow. The one outside the Empire cinema/café where pedestrians can flow onto the footpath in numbers is another bad example as is the one outside the dairy on the opposite corner. This feature appears to be retained on all Options.
  2. Objective: "Maintain or improve the level of service for pedestrians" – some pedestrian crossings lead onto a cycle way crossing where cyclist appear to have right of way. Again hazardous/confusing again particularly for small children. An example is the pedestrian crossing outside Empire Cinema and is a design feature retained on all options except A.
  3. Objective: "Maintain or improve the level of service for pedestrians" – the bus stop outside 145 The Parade might look okay on paper the buses cannot/do not pull into the yellow boxes anywhere along the parade. At this stop, the bus blocks the view of southbound traffic of anyone approaching the pedestrian crossing.
  4. Objective: "Maintain an acceptable level of service for general traffic movements" – again the bus stops do not work in practice requiring passing traffic to cross the centreline. Sufficient clearance or a flush median are required. Option D may have this but has other design flaws? Further, Pedestrian Traffic Islands need to be reconsidered as the current ones near Dee St and Mersey St at least require vehicles to give way when behind a bus due to insufficient space.
  5. Objective: "Maintain an acceptable level of service for general traffic movements" – there was no objective to lower traffic speeds, this is an arterial route, the objective is actually to "Get Wellington Moving", yet the design report claims "narrower traffic lanes have had a positive effect in slowing vehicle speed along The Parade". This in poor design followed by poor spin. The design report further suggests reductions in speed limits, which is the opposite of the wider city objective.
  6. SOLUTION: At bus stop locations where the cycle bypass has forced the pedestrian footpath to suddenly narrow, the buses can't park fully in the narrow yellow box and cars are forced into the opposing lane, yet there are residential parks on the opposite side of the road, these carparks should be removed. The masses (pedestrians, cyclists and road users) all have their safety comprised by the convenience of 1 or 2 wishing to park. While my opinion only and noting everyone will have a different views as to how the priorities of pedestrians, cyclist, vehicles and public transport are ranked, it seems to me that private parking (passive use) on a public road is a privilege and should be ranked below all modes of transport (active use).
  7. One of the big failings of all the designs is the lack of provision of a right turn bay at Medway St. This is a major/frequent turn to access the supermarket and causes shopping area congestion.
  8. Objective: "Maintain an acceptable level of on-street parking, accommodating changes to parking where necessary, to avoid substantial impacts on businesses, and to cater for other essential needs (e.g. parking at the medical centre, park & ride facilities)" – the shops are the hub of the community and any parking reduction here has to be negative. Further, large numbers of pedestrians cross the Parade from the supermarket in the vicinity of Number 134, and is arguable more of a crossing point than the northern pedestrian crossing. Further consideration of this is required.
  9. The design report states "some cyclists may still choose to ride within the traffic lanes and can do so safely by taking the lane", this contravenes the NZTA Rode Code for Cycling which states a cyclist responsibility is to "Use cycle lanes and cycle paths if they are available". By definition doesn't the report promote irresponsible cycling?
  10. For cyclists exiting Trent St and turning right onto the Parade with the existing design, but also Options B, C and D, they can't actually access the cycleway and they are faced with parked cars blocking them.
  11. The cycleway solution should be "replicable" for the route into the CBD, not treated in isolation.
- A cycleway for Island Bay would be fantastic, but not with the flawed designs presented to date. On paper they may look okay to some, but in practice the Parade which used to have a relaxed feel is now congested and parts of it best avoided. There are parts which are unsafe particularly for small children which didn't used to be so.

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Regular visitor

Age group = 30-39

E 3527

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C. It's clearly logical and separates, safely, all three modes of transport. It also makes it safe for cyclists and pedestrians as cyclists as cyclists don't go onto the footpath; likewise, cyclists are separated from cars. It's the safest option and encourages cycling.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 40-49

E 3528

**COMMENTS:** Make it like holland Every one has a bell, pedestrians can use lane as well and makes it safe all round In my opinion.

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Resident

Age group = 30-39

E 3529

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Auckland

Occasional visitor

Age group = 18-29

E 3530

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option A is a massive leap backward

**Submitter details:**

Suburb = Other City = Lower Hutt

Occasional visitor

Age group = 30-39

E 3532

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Separated cycle lanes allow more safety for traffic and allow both cyclists and cars to move more freely, not holding each other up

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 30-39

E 3533

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association: Restore it back to how it was, complete with original car parks (or more) & just paint a green cycleway on the road.

This is safer, more economically viable & benefits all road users & residents of Island Bay

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 50-59

E 3534

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I want physical barriers between bike lanes and cars to provide protection and make cycling safer for all.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3535

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 30-39

E 3537

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The previous road layout was perfectly good. It did not need to be changed. The proposed changes are not better and have other downsides

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3539

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to see the original pre cycle lane layout as proposed by the island bay residents association.

**Submitter details:**

Suburb = Mount Cook City = Wellington

Regular visitor Occasional visitor

Age group = 30-39

E 3540

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 40-49

E 3541

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I have family living ont hè parade. And don't like the design.

**Submitter details:**

Suburb = Roseneath City = Wellington

Occasional visitor

Age group = 30-39

E 3542

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Favoured designs are above road level and away from moving traffic

**Submitter details:**

Suburb = Other City = Hutt City

Occasional visitor

Age group = 18-29

E 3543

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** This provides best for the most vulnerable road users

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 18-29

E 3544

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 50-59

E 3545

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back to how it was before this fiasco started as per the residents association preference. This includes reinstating all of the car parks and bus stops that have been removed.

Stop wasting my money as a ratepayer on something that has never stacked up economically and has made the parade a lot more dangerous for all users including cyclists.

**Submitter details:**

Suburb = Other City = Porirua

Regular visitor

Age group = 40-49

E 3546

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Old layout

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3547

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3548

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put The Parade back to the way it was prior to the cycleway changes. It should never have been changed.

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 60 +

E 3550

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association and Business Association proposal

**Submitter details:**

Suburb = Mount Victoria City = Wellington

Occasional visitor

Age group = 18-29

E 3551

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option C - One-Way Separated Kerbside Cycleway - Above Road Level

**COMMENTS:** Shared paths are important. There must be a balance between cars, bikes and people. Do not jeopardise the whole structure of an area just for a cycleway. Likewise don't build a cycleway that is unsafe.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3552

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I support the residents association proposal to simply reset the the Parade to its original condition. It was safe and will cost nothing like any of the proposed options. Further to this I think it is time that you reviewed the Master Cycling Plan and Framework. This plan lies behind the crazy decisions that have been made to date in relation to the Parade. It also represents the views of a small influential minority. Throw it out and start again. Then put the Parade back the way it was.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 3553

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** Safety

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 30-39

E 3554

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3556

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 40-49

E 3557

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E,, as per the island bay residents accociations well thought and considered alternative.

1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.
2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.
3. Put unmarked car parking back against the kerb, no markings equate to more car parks.
4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.
5. In the shopping centre retain the current shared space and car parks.
6. Look at reducing the speed limit along The Parade.
7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
8. Retain pedestrian crossings on The Parade.

To be confirmed but and indicative costing would be no more than \$750,000.

If you want to vote for Option E, write under 2 on both online and paper submission forms: Option E - Island Bay Residents Association/Business Association.

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Back to original layout

**Submitter details:**

Suburb = Miramar City = Wellington

Occasional visitor

Age group = 30-39

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** Safest option

**Submitter details:**

Suburb = Other City = Palmerston North

Occasional visitor

Age group = 18-29

E 3560

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = Yes - Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

**COMMENTS:**

**Submitter details:**

Suburb = Te Aro City = Wellington

Occasional visitor

Age group = 40-49

E 3561

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** It provides the best safety and amenity for cyclists and pedestrians.

**Submitter details:**

Suburb = Other City = Lower Hutt

Occasional visitor

Age group = 50-59

E 3562

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd =

4th =

**COMMENTS:** I am a parent with children 7, 9, 12. Options C and B meet criteria of being safe for my children to use. All cycleways in Wellington should meet this standard. That way, this modest form of infrastructure can move the city overall towards a lower speed, low pollution and overall safer and more enjoyable place for all ages.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 3563

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Resident Association and Business proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

# E 3564

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I would prefer the original design. I do not accept the reasons given for not being able to return the original. If it is unsafe to ride bicycles in the widest street in Wellington they should surely be banned in every narrow street. I rode a bike to work every weekday for ten years and the only part of the journey where I did not feel I was talking my life into my hands was on the parade.

I chose option a because it is the closest to the original, and option D because I think footpaths should be shared, and that was closest to that idea. Most commuter cyclists ride slow and safe enough it is only the middle aged men in Lycra who pose any threat to pedestrians.

I think the that of removal of car parks makes it clear that this is a war on cars and that it is a punitive move to show the good people of island bay that they can't fight city hall

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 30-39

# E 3565

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Cyclists of all ages need to be safe and separated from traffic. Option A doesn't provide this, the others do.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 3566

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** ROAD-SIDE Layout!!!!!!!!!!!!!!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3567

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I use the parade to cycle to work most days. Jackson st to miramar. It currently feels unsafe to be hidden behind parked cars. Especially heading north approaching dee st roundabout where I have to turn right, coming out onto the road from behind parked cars, to signalling right within a few metres. Very dangerous.

Option A is a good option for experienced cyclists.

However, as a parent, I see the benefits of option D. I know option D would be a bit of an inconvenience for fast/experienced cyclists, but probably worth it for the benefit of younger or less experienced/confident cyclists. I would be happy with this option.

**Submitter details:**

Suburb = Melrose City = Wellington

Regular visitor

Age group = 30-39

E 3568

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Houghton Bay City = Wellington

Regular visitor

Age group = Under 18

E 3569

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Biking next to cars and buses scares me and my parents only let me bike to soccer practice and games if I'm on the cycleway or footpath. Option c is the best for me. I'm 9

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3570

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Go back to original lay-out without any "enhancements"

E 3571

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I use the cycle path myself and with my two children. I am very pleased with the safety of the current configuration.

**Submitter details:**

Suburb = Maupuia City = Wellington

Regular visitor

Age group = 50-59

E 3572

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

COMMENTS: No

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3573

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

COMMENTS: Option E

**Submitter details:**

Suburb = Mornington City = Wellington

Regular visitor

Age group = 40-49

E 3575

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th =

**COMMENTS:**

E 3576

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** the kerbside cycleway just does not work on the parade no matter how many parks are removed or what 'enhancements' are made.

note - if parking is to be removed at the shops please introduce time limits or paid residents parking zones. I have seen the current parks at the shops almost full at night/very early morning so residents are already parking there limiting parking for others. I'm not really phased if residents who live on the parade lose parking but those of us who aren't walking distance to the shops and pay rates should be able to find parking and support our local businesses which is already very difficult

**Submitter details:**

Suburb = Vogelstown City = Wellington

Regular visitor

Age group = 18-29

E 3577

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** It is simple and well understood and therefore safer for all

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3578

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** As a cyclist and family with children that cycle I support Option A - it provides a better balance between commuting to the CBD and local cycle trips for my children. I do not however support removal of the parallel parks in the town centre as this will be detrimental to accessibility for no cycle users and business owners. A shared space (similar to present, but reinforced more strongly with good signage and treatment) is preferred through this area. As an aside, very young vulnerable cyclists should also be able to utilise the wide footpaths along the parade given they have good visibility to driveways etc.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3579

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to go with the residence association and business association's recommendation, returning things back to how they were.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group =

E 3581

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I am a cyclist and a motorist, and favour the kerbside cycle way.

I think it has made all of us, drivers and cyclists more careful and aware of each other, which has to be a good thing.

I like the IBRA suggestion of reducing speed on the whole parade.

Removing 24-hour car park spaces on the road is probably a good idea, especially on bus-routes, particularly if long-term we start to move away from private car ownership.

It is not wise to take the IBRA too seriously - their meetings are a parody of democracy. For example the ridiculous hostility they show to David Lee is no reflection of his standing in the community, after all he polled second highest last year.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3582

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Paint it back.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3583

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E, the proposal of the Residents' Association. It is the simplest, most user friendly - for all users - and the cheapest. The other options are all overly fussy, cluttered and expensive.

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 40-49

E 3584

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** To return The Parade to its character and former function without adverse impact or cost

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3586

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/business representatives.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3587

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** I believe enough money has been spent and we now need to stick with the option closest to what is now in place. Drivers have had the last months to get used to the changed layout and as a cyclist I feel safe riding my bike

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3589

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back to how it was.

**Submitter details:**

Suburb = Island Bay City = Wellington  
ResidentRegular visitor  
Age group = 40-49

E 3590

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.  
2nd =  
3rd =  
4th =

**COMMENTS:** Option E - as proposed by the Island Bay Resident's Association. Have read Wellington City Council Design Report: The Parade - Island Bay.

The terms of reference specify that the shortlisted options should include:

- x Retain the current layout with enhancements. FAILED
- x Return to the original layout with enhancements. FAILED

Losing angle parking in the village (almost a third of the carparks directly outside local shops) and another 40 down The Parade isn't an enhancement. Those businesses, medical services and community facilities dotted right down The Parade are vital to our communities and access not just on foot, bike or bus but also by car, is very important to their sustainability and the vitality of our community. Access to parking for shops and medical services is already a struggle during certain hours after losing 34 parks already.

The first point pg18 of public feedback -

The provision of an appropriate level of on-street parking is considered very important, particularly in the business area to ensure business access and viability is maintained.

The Design Response from the WCC staff – the concept options all propose additional parking removal to mitigate safety concerns and provide consistent cycleway treatment....to accommodate the changes proposed further parking enforcement and residents parking permit areas may have to be considered.

**HOW DOES THAT RESPONSE EVEN BEGIN TO MEET COMMUNITY FEEDBACK?**

Just when the community had hope of some real workable solutions being proposed, WCC staff have again inflamed things – either very naive or very cunning. Not even including the original cycleway 2F design (page 23). Then pairing the one roadside option with the loss of 57 carparks and having the audacity to call it the “original cycleway design with enhancements”.

**Submitter details:**

Suburb = Island Bay City = Wellington  
Resident  
Age group = 40-49

E 3591

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level  
2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking  
3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements  
4th = I don't have a fourth most preferred option

**COMMENTS:** I have spent some time in cities such as Berlin and I love cycle lanes that are at the level of the footpath, completely off the road.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3592

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E as proposed by the Island Bay Residents Association and the Business owners at the public meeting held in Island Bay on 31 July 2017

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3594

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to how it was originally including putting back all carparks to how it was.

**Submitter details:**

Suburb = Karaka Bays City = Wellington

Regular visitor

Age group = 60 +

E 3595

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The Parade should be returned to its original state before the disastrous cycle-way was built. It was a beautiful, safe avenue with plenty of room for all users. The proposed loss of parking under the other options is a major setback for Island Bay residents and businesses. The "safety" justification is spurious. The Council's approach has been arrogant and driven by ideology throughout this process; an outstanding example of bad governance.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3597

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = Under 18

E 3598

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I nearly had an accident getting out of the car when we visited my uncle. OPTION E: The island bay residents association and business association representatives. Power to the people!

**Submitter details:**

Suburb = Other City = Lower Hutt

Occasional visitor

Age group = 18-29

E 3599

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The Island bay residents associations and business association representatives

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3600

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** As per IBRA and Island Bay business recommendations - back to the way it was.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3601

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Brings back more space for traffic. Allows cars to park up against a kerb which will be far better than current residential parking situation. Retains parking for businesses. Provides safety for cyclists.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3602

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** The cycle way is a complete waste of time, money and effort

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Regular visitor

Age group = 60 +

E 3603

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

Also, I work and drive in Island Bay every week, the currant layout is appalling and does not work. There was nothing wrong with the original road and was fine for all who used it. The options given in this form would be just as bad - particularly with your suggestions of removing carparks from The Parade. The business won't exist without good carparking. It needs to go back to the original or similar - with no more carparks removed.

**Submitter details:**

Suburb = Te Aro City = Wellington

Regular visitor

Age group = 40-49

E 3604

**COMMENTS:** Great to see all options will continue through the Island Bay shops which is a big reason I don't cycle the route now. Love the option with raised cycle lanes and angle parking. Good for shop access by both bike and car.

**Submitter details:**

Suburb = Broadmeadows City = Wellington

Regular visitor

Age group = 40-49

E 3605

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** A barrier from moving cars safest option

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 50-59

E 3606

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** OPTION E: I don't agree with any of the above options which are bias and lack common sense. Suggestion of a FIFTH option: The Island Bay residents association and Business association representatives.

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 18-29

E 3607

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitorOther

Age group = 40-49

E 3608

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Go back to the way it was before there was a cycle lane put in. It looked better, worked better (I'm a cyclist) and it was easier for traffic all round. When I have to drive through the Parade (now), things are not so visible.

**Submitter details:**

Suburb = Te Aro City = Wellington

Occasional visitor

Age group = 18-29

E 3609

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** Go look at Amsterdam

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3610

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return The Parade back to the way it was before the cycleway was created

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 18-29

E 3611

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I support the island bay residents association and business association representatives

**Submitter details:**

Suburb = Seatoun City = Wellington

Occasional visitor

Age group = 30-39

E 3612

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I would cycle more, and so would my son, if it weren't so dangerous.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3613

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Improve visibility on the road

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3614

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Go back to original design

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group =

E 3615

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Don't change anything. It will cost too much and enough money has been spent already. That money needs to be diverted elsewhere in Wellington

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3616

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** IBRA and Business Group option

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3618

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Other City = Porirua

Regular visitor

Age group = 60 +

E 3619

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association Plan

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3621

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return the cycleway as ut was as per Island Bay Residents Association & Business Representatives proposal

**Submitter details:**

Suburb = Khandallah City = Wellington

Regular visitor

Age group = 60 +

E 3622

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I like the separation of the cycle way from the roadway, and the fact that it is raised.

**Submitter details:**

Suburb = Tawa City = Wellington

Regular visitor

Age group = 30-39

E 3624

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Having a separate, dedicated space for biking would make it much safer and more comfortable for everyone.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3626

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Go back to the way it was.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3627

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I do not support any option that would take more parks away from the business area. I would support Option D, but the indicative cost is unbelievable. Surely it's not that long an area that both cyclists and motorists can just be patient and considerate for such a short distance.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3628

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

COMMENTS: Option E

**Submitter details:**

Suburb = Newlands City = Wellington

Regular visitor

Age group = 40-49

E 3629

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

COMMENTS:

**Submitter details:**

Suburb = Other City = Porirua  
Regular visitor  
Age group = 30-39

E 3630

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.  
2nd =  
3rd =  
4th =

**COMMENTS:** Island Bay Residents Association Plan

**Submitter details:**

Suburb = Island Bay City = Wellington  
Resident  
Age group = 40-49

E 3631

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.  
2nd =  
3rd =  
4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association proposal.

I consider the current cycleway, resulting in a narrowed road width as well as a multitude of other unnecessary hindrances unsafe, for not only motorized road users but also cyclists & pedestrians. The buses (an excellent, efficient, cbd friendly and planet friendly mode of transport) are forced to pass dangerously close to each other and other vehicles, stationary or moving. Pedestrians, including the young, old, those with limited mobility and everyone inbetween, now have to cross 4 (FOUR) lanes of traffic. The instruction to "look both ways" or "look right, then left, then right again" is taught & learned at school and when used on a normal road is an exceptionally simple rule that's easy for everyone, including children, to follow, and which would fairly well guarantee a safe crossing. That rule doesn't now apply on The Parade. First the pedestrian must check for cyclists coming from their right, then cross to the 1st line of parked cars, when within that line they must look both ways, then cross the 2 "car" lanes to the next line of parked cars, then within that line they again must check for cyclists coming from their left, before completing their crossing to the opposite footpath. I live on The Parade and walk alot and because of that I've seen a number of truly frightening near misses. Just 2 of the most concerning examples: A child of about 8-10 years old was crossing the The Parade, when he came to the 2nd line of parked cars (nearly fully across the road), he walked between the cars towards the footpath, then saw a cyclist approaching fast within the cycleway to his left, he jumped BACK, literally into the car lane/road, in fright/to avoid the cyclist. Thankfully no motorized traffic was going past at the time or there's almost no doubt in my mind he would've been hit. His height wouldn't have been enough to have clearly seen the cyclist over the parked cars before he was already in the cycleway. This was a terrifying "near miss" but one unlikely to have been reported, I haven't seen it made public if it was. I think it would be folly to assume it was a one off, to disregard it or to say that children should be using pedestrian crossings anyway. Worse would be to blame the next child who this happens to but who is injured in the process. Let me be very clear, the near miss wasn't the cyclists fault at all, it was a direct result of the cycleway layout. The other example is of a school girl at the "safe" crossing just South of Mersey Street (she was crossing West to East). She went to cross to the center island and was out in the road when a car drove past VERY close to her, the driver hadn't seen her and she hadn't seen the car. I was walking past at the time and stopped to see if she was ok as she had obviously gotten a fright. She hadn't seen the car coming behind the parked cars. Her height and the cars parked so far out from the curb, they had completely obstructed her view of the road & what was coming. The word "safe" is being bandied around as if the ONLY cycleway that's safe, is the current layout, or at least with it being curb side. This is simply not true as above, I have seen many potential incidents & accidents & I'm not talking just between cars, there are very vulnerable human beings who also use this main road on a daily basis. I attended all the Love The Bay workshops and never did I meet anyone who wants an UNSafe cycleway and yet the far majority who attended believed a roadside cycleway IS the safest for all. Of course our cyclists deserve to be as safe as possible, we all do. A roadside, widened, and more clearly delineated cycleway is what I truly, hand on heart, believe is the safest option for all of us as a community. We look after our cyclists in Island Bay, we're a cycling suburb, many of us are cyclists or have been as children. There were cyclists in our suburb before the current layout was implemented & cyclists will continue to be here & increase after it's put back to being roadside.

Option E. Please.

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** OPTION E - IBRA Plan

**Submitter details:**

Suburb = Other City = Lower hutt

Regular visitor

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Don't agree with any of the above - cycle ways are dangerous for others - who says their rights are more important than the general public and residents!?. Its a farce the way this decision was made in the first place - corruption much!!! Would recommend OPTION E as: The Island bay residents association and business association representatives!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3637

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I believe cyclist have a right to be safe and share the road. As there seems to be a dislike for bicycle users by many residents I would like to have a protected cycle way. My 8 year old loves being on the cycleway.

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitorOther

Age group = 50-59

E 3638

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** OPTION E IBRA Business Recommendation

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Roadsides cycle ways are too dangerous.

Alternatively, leave the layout as is, reduce the cycle ways either side by 20-30cm giving the road back some space - minimum effort, maximum effect.

**Submitter details:**

Suburb = Other City = Kimbolton

Regular visitor

Age group = 60 +

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3643

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - The Residents Association and Business Representatives proposal is what this Island Bay household wants.

E 3644

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association and Business Association proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3646

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** put it back to how it was, NOTHING was wrong with it to begin with!!!!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3647

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E, as described by the local community has my total support.

**Submitter details:**

Suburb = Other City = Nelson

Regular visitor

Age group = 50-59

E 3648

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3649

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Representatives.

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 50-59

E 3650

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** The current option would work much better if just a little width was trimmed away (15cm approx) you can see that many parked cars already ignore the painted lines and do this anyway

**Submitter details:**

Suburb = Island Bay City = Wellington

Regular visitor

Age group = 18-29

E 3651

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Back to before when the roads were wide and parks were easy to get. Get rid of it, it is a failed project.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3652

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I support Option E as proposed by the Island Bay Residents Association and Business owners at the public meeting held on the 31st July 2017

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3653

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 40-49

E 3654

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Parking at shops is already in high demand. Reducing parking will impact shopping, reducing commercial viability of retail at Island Bay likely to lead to reduction of retail opportunities and therefore the unique nature of Island Bay.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3657

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd =

4th =

**COMMENTS:** I really just want as little money spent redo-ing the design, apart from improving safety. I want a safe passage all the way to town, and for people to stop whinging about Island Bay so that the rest of the cycleway can progress. I breath a sigh of relief when I get to the cycle way having taken my life into my own hands the minute I leave it in the morning. To put it back to the way it was is a complete waste of money.

**Submitter details:**

Suburb = Houghton Bay City = Wellington

Regular visitor

Age group = 30-39

E 3658

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I feel it would be best for the cars to be more separate from the bikes.

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 30-39

E 3659

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return it back to the way it was. Waste of tax payers money and wanted by the few. Created more danger and accidents. (and many more near misses). Also may have delayed emergency services such as ambulances which may have saved a life...sadly he the passed away.

The Parade was a wide street accommodating both cars and cyclists before. Its a good thing to separate cyclists from the cars but this is NOT the way to do it .Does someone else need to die as a direct result of the stupid exisiting cycleway....The needs of the many outweigh the needs of the very few who support the badly flawed design.. PUT IT BACK THE WAY IT WAS!!!!!!!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3660

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** We (residents of The Parade) would like the road layout back to how it was.

**Submitter details:**

Suburb = Other City = Wellington

Occasional visitor

Age group = 30-39

E 3662

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Just keep it how it is now. Only reason to complain about it is that you're a bad driver.

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 18-29

E 3666

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 60 +

E 3667

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** back to original layout

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 3669

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:** I love the cycle way. I use it a lot. So does my family. Please keep it the best it can be. Thank you. I just want us to be safe.

**Submitter details:**

Suburb = Other City = Lower Hutt, Wainuiomata

Regular visitorOther

Age group = 60 +

E 3670

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association and Business reps proposal.

I am 80yrs old and I regularly visit my son and grandchildren on the Parade. I'm retired and have 2 strokes. Walking is difficult and the IB cycleway scares me.

Especially as getting out of the car and walking to the kerb from the road is slow and painful. We've nearly been hit by a cyclist doing just that.

My son got mad at the cyclist but they didn't care and swore at us.

I just want to visit my kids and grandchildren safely. Getting out of the car onto a kerb is where I feel safest and protected.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 3671

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** I love biking

**Submitter details:**

Suburb = Berhampore City = Wellington

Regular visitor

Age group = 60 +

E 3672

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** It should never have been done in the first place, it is a mess and to extend it would be unthinkable. Paint it back it is a complete unnecessary waste of tax payers money and does nothing for safety of anyone. No other option is acceptable.

**Submitter details:**

Suburb = Mount Cook City = Wellington

Occasional visitor

Age group = 18-29

E 3673

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3674

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** IBRA and Business Reps Recommendation

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3675

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Broadmeadows City = Wellington

Other

Age group = 50-59

E 3676

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** IBRA Option E

**Submitter details:**

Suburb = Island Bay City = Wellington

Other

Age group = Under 18

E 3677

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Paint it back. Replace the original carpark.

E 3678

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group =

E 3679

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer option E as recommended by the Island Bay Residents Association and Business representatives

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3680

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd =

3rd =

4th =

**COMMENTS:** There is already a shortage of parking, and can't loose any more

Has a median strip

Do not favour a raised area between the cycle way and footpath, as this can cause cycle accidents

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3681

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I already chose option A but, having looked at the options a bit more I am more in line with the residents association and don't see the need to change the shopping area at all.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group =

E 3682

**COMMENTS:** Option A: Safety strip will be misused as parking space. Bike riders will run into opening car doors. Evading them they will be run over by cars overtaking them.

Option B: See Option A, but better because bike riders are away from the traffic.

Option C: Even better because safety strip will hardly be misused as parking space. Bike riders can still be caught by opening car doors

Option D: Best solution. Away from the traffic, no parking cars on the cycle lane, no danger by opening car doors.

**Submitter details:**

Suburb = South Gate City = Wellington

Regular visitor

Age group = 40-49

E 3683

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I feel unsafe on the left hand side of a parked vehicle. People are used to checking their right (road) for oncoming cyclists when they are opening doors.

**Submitter details:**

Suburb = Other City = Wellington

Regular visitor

Age group = 40-49

E 3684

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return the parade to how it was! IBRA plan please!

Loss of car parks and businesses struggling because customers can get to them is crazy!

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3685

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

When riding on the cycle way with the layout is at this time i dont feel safe with car doors opening in front of me with no where to go if i cannot brake in time as the road side gutter stops me from turning away to avoid the car door.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3687

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Just return it to the original status, enough of trying to cater to an absolute minimum number of cyclists, the original system was never broken, there was nothing to fix

**Submitter details:**

Suburb = Ngaio City = Wellington

Occasional visitor

Age group = 50-59

E 3688

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Need to have very safe cycle lane otherwise no point in having it. Otherwise it's just paint between the parked cars and traffic with no effective protection

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3689

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I don't like any of your proposals. I would like The Parade returned to the design it was before the current cycleway was introduced. It is what the Island Bay Residents Association call OPTION "E". That is cars parked at the kerb, cycleway on the right of the cars and all carparks returned to where they were. No cycleway running behind the bus stops. Also please put the bus stops back where they were including the two you removed near Tamar St.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3690

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Below is the Island Bay Residents' Association and Business Representative's proposal for a fifth option - Option E.

1. Reseal The Parade. Approx cost \$280,000 based on council figures for 2016 where it spent \$9.5 million resealing 68km of road.
  2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put on and re-kerbing approx half a kilometre of The Parade.
  3. Put unmarked car parking back against the kerb, no markings equate to more car parks.
  4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by 0.5 of a metre from the original cycleway design.
  5. In the shopping centre retain the current shared space and car parks.
  6. Look at reducing the speed limit along The Parade.
  7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
  8. Retain pedestrian crossings on The Parade.
- To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Miramar City = Wellington

Regular visitor

Age group = 60 +

E 3691

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** paintitback

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3692

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - island bay residents association/business association

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 60 +

E 3693

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer Option E, as proposed by the Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Churton Park City = Wellington

Regular visitor

Age group = 50-59

E 3694

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** None of these options will improve congestion at Island Bay shops. I vote for Option E - return it to the way that it was before all this meddling started. It will be safer to everyone.

**Submitter details:**

Suburb = Mount Cook City = Wellington

Occasional visitor

Age group = 18-29

E 3696

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Nelson

Regular visitor

Age group = 40-49

E 3697

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Option C gives cyclists a protected route: having it above road level enhances the feeling of safety, as does putting the parking outside the cycle lane. This configuration has been criticised but is commonplace overseas and has gained acceptance as people got used to it.

Council have been brave and progressive in building the cycle lanes, which offer advantages for the whole community, and the loudly-touted objections of some will not stand up to proper scrutiny.

Encouraging active transport in a country with almost a third of adults suffering obesity, and many more overweight, is critical and urgent. Replacing parking spaces for cars with infrastructure for cycling is a major step in the right direction.

E 3698

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Most importantly, keep most or all the parking we currently have down the parade, and almost all of the angle parking at the shops, as parallel parking is far too slow for that bus area. In the shops, use some of the wide pedestrian footpaths to make cycleways in behind the bus stops etc, in the same manner as further down the road.

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 40-49

E 3700

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** cycle way MUST be separated from traffic. The most effective separation is ABOVE road level and shared with pedestrians. Everything else effectively excludes all but the most experienced and stoic cyclists - we must be inclusive and make this safe for families and the inexperienced cyclists.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 3701

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Keep the cycle way the way it is because it will be disruptive to make changes. The way it is now is perfect.

**Submitter details:**

Suburb = Johnsonville City = Wellington

Other

Age group = 30-39

E 3702

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C has a raised cycle-way, the cycle-way is away from moving vehicles being on the opposite side of parked cars, and it has a safety strip separating opening car doors from cyclists. Something separating pedestrians from cyclists would make it even better, like a drain or divider.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3703

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E. residents association or option C. That looks a good option too.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 3704

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back how it was.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3708

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E: Island Bay residents association/ business association

**Submitter details:**

Suburb = Houghton Bay City = Wellington

Regular visitor

Age group = Under 18

E 3709

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I bike one days week to Wellington high school and back. The cycleway is my favourite bit because I can relax and talk my friends that I bike with. But I think it is a bit confusing with all the dipping and ducking around bus stops and the cars that don't park properly. Option c looks like it will fix those problems and be straighter and safer. I would bike more if option c was installed but probably not if the others were, except maybe D which looks the same I guess.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 3710

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E The Island Bay Residents Association & Business Reps proposal

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3712

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I have lived in Island Bay all my life. I have now seen Island Bay slowly dieing. With parks going. Some elderly people not being able to park close to location they want to. I want the Parade put back to the way it was. Cycles and cars were working well together as it was. With the small enough of cyclists using the road was not a problem. There hss not been info put out on the cycles using it. I have eatch The Parade long peiods of time. With what i would say is less than 1 percent being cyclists. Si should the road not reflect the main users. I also know people who dont come to island bay any more because of the road and the bad driving experience it is. Also traffic on the back roafs had increased because they are avoiding the parade and The back roads cant support the extra traffic and making tben dangerous

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3713

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Paint it back, all other options are a waste of money.

**Submitter details:**

Suburb = Berhampore City = Wellington

Resident

Age group = 50-59

E 3714

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** 1st Choice = D, more Carparks with diagonal parking.

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 60 +

E 3715

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Going back to the original layout is too dangerous fro cyclists and achieves nothing. the current design needs more obvious delineation for all users to achieve its objective. Option C best achieves that without further compromising other users.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3716

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Just keep it the way it is at no new cost. I use it most days and can't see problems to justify the cost of change. We are surprised at the cost of the options now offered, even the status quo option. This money could be better spent on new cycleways.

E 3717

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:** It was great the way it was. Was grateful for a bike lane AT ALL as most Wtb suburbs have NONE.

**Submitter details:**

Suburb = Mornington City = Wellington

ResidentRegular visitor

Age group = 30-39

E 3718

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** revert back to how it was and reinstate carparks

**Submitter details:**

Suburb = Johnsonville City = Wellington

Regular visitor

Age group = 18-29

E 3719

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I think cycles coming on the inside of cars is crazy, as a cyclist and a driver. Yes I can understand some of the reasoning. But in terms of car doors opening and access to parked vehicles for parents with prams/wheelchairs etc I think it is a challenge.

Having angled parking (if there was road space) would help mitigate this by giving increased visibility over car bonnets + giving people exiting cars time to think about the implications of the cycle-way (most people don't expect to exit a passenger door into a traffic stream!).

I'm very pro-cycling, but I do wonder: Would you make car users cross a motor-vehicle street to get to the curb? I doubt it.. so how is this any different? Crash impact is lower, but so is the visibility/noise profile of cycles.

Logically, idealistically, and from a safety perspective; right of way should be Foot traffic > Cyclists > Vehicles.

**Submitter details:**

Suburb = Wellington Central City = Wellington

Other

Age group = Under 18

E 3721

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd =

3rd =

4th =

**COMMENTS:** Because I want the sickle way .

**Submitter details:**

Suburb = Kelburn City = Wellington

Regular visitor

Age group = 18-29

E 3722

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** In my experience living in more cycle friendly cities (Amsterdam and Portland, USA) having a cycle lane that is at road level with a small divider between car traffic works best. There is no interference with pedestrians and cyclists are still able to quickly maneuver through intersections or off the main route when necessary. The barrier also makes it much much safer

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3723

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** : Option E - Island Bay Residents Association/Business Association.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3726

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3727

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E rebuild it to what it was, it was a relaxed and generous road with space for everyone. We need to keep the trees and the parking places without restrictions. The stressful, crammed and now dangerous layout has to go, so that Island Bay can regain its flair. Thank you.

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitorOther

Age group = 60 +

E 3728

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Why do you not have an option to return The Parade to its original state? I lived in Island Bay for many years and there was never a problem with cyclists sharing /using the road.

You destroyed one of Wellington's most beautiful roads. Please listen to the people and return it to what it was. Stop playing with people's lives and livelihoods.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3729

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I prefer Option E that was proposed by the Island Bay Residents Association and Business representatives at the meeting on July 31st Option E - The Residents Association and Business Representatives proposal.

1. Reseal The Parade approx cost \$280,000 based on council figures for 2016 where they spent \$9.5 million resealing 68km of road.

2. Move the bus stops back to where they were, this involves breaking up the kerb extensions the council put in and re-kerbing approx half a kilometre of The Parade.

3. Put unmarked car parking back against the kerb, no markings equate to more car parks.

4. Clearly paint using green or another colour, a cycleway on the roadside of parked cars, increasing the width by half-a-metre from the original cycleway design.

5. In the shopping centre retain the current shared space and car parks.

6. Look at reducing the speed limit along The Parade.

7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.

8. Retain pedestrian crossings on The Parade.

To be confirmed but and indicative costing would be no more than \$750,000.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3730

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Representatives.

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3731

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

**Submitter details:**

Suburb = Lyall Bay City = Wellington

Occasional visitor

Age group = 50-59

E 3732

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** Option C raises cyclists slightly above road level, good for seeing and being seen. I won't feel trapped and there will more room to pass, or to avoid any obstacles on my bicycle. It needs to be designed to keep walkers and cyclists separate such as a slight height difference would be fantastic with 'friendly' mountable angled kerbs, or a smooth drainage channel.

I cycle from Lyall Bay to Island Bay shops to go to the butcher and the local cafe to meet friends.

I also drive quite frequently down this road coming back home from family in Vogeltown.

I love what the cycleway is and enjoy using it. I don't find it too onerous on cars driving down the street.

**Submitter details:**

Suburb = Other City = Feilding

Regular visitor

Age group = Under 18

E 3733

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association/Business Association.

E 3734

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Other City = Perth

Regular visitor

Age group = 18-29

E 3736

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I support the island bay residents association and business association representatives.

E 3737

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Restore the Parade to how it was. It was easily navigable by cyclists, buses and cars.

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Resident

Age group = Under 18

E 3738

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Get rid of the cycle lane, no one uses it, eye sore that it is, what the point of it

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3739

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

3rd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

4th = I don't have a fourth most preferred option

**COMMENTS:** Different levels helps clearly demarcate areas of road and cycleway, means cars less likely to encroach on cycleway or safety barrier

**Submitter details:**

Suburb = Mornington City = Wellington

Regular visitor

Age group = 30-39

E 3740

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:**

**Submitter details:**

Suburb = Newtown City = Wellington

Regular visitor

Age group = 18-29

E 3741

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = Yes - Option A - Cycle Lane Next to Parking - Original layout with enhancements

**COMMENTS:** I'm really excited to have a cycleway in Island Bay- we need more of them, but having parallel parked cars is a real hazard. As someone who as had a parked car door open and hit them, it's a real danger and one we should try and avoid through smart design like option D.

**Submitter details:**

Suburb = Other City = Lower Hutt

Regular visitor

Age group = 18-29

E 3767

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Return to The Parade as it was and paint cycle lanes outside the car parks.

Duplicate

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Other

Age group = 40-49

E 3769

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd =

4th =

**COMMENTS:**

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3771

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E which is back to what things were before the Council started playing about. Kerbside parking no loss of parking spaces remove humps tidy the road surface up.

Duplicate

E 3772

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E  
Island bay residents association choice

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3773

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option A - Proposal by Island Bay Resident's Association

Duplicate

**Attachment to online submission 3773**  
**Option E. The Residents Association and Business Reps proposal.**

1. Reseal the parade approx. cost \$280,000.00 based on Council figures for 2016 where they spent \$9.5million resealing 68km of road.
2. Move the bus stops back to where they were, this involve breaking up the kerb extensions the Council put on and re kerbing approx. half a km of the parade.
3. Put unmarked car parking back against the kerb, no markings equate to more carparks.
4. Clearly paint using green or another colour a cycleway on the roadside of parked cars, increasing the width by .5 of a metre from the original cycleway design.
5. In the shopping centre retain the current shared space and carparks.
6. Look at reducing the speed limit along the parade.
7. Remove the speed humps around the shopping centre and lower the height of the pedestrian crossings.
8. Retain pedestrian crossings on the parade.

To be confirmed but and indicative costing would be no more than \$750, 000.00 thousand.



**Submitter details:**

Suburb = Mornington City = Wellington

Regular visitor

Age group = 60 +

E 3774

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

Duplicate

**Submitter details:**

Suburb = Mornington City = Wellington

Regular visitor

Age group = 50-59

E 3775

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I would like to opt for Option E that The Island Bay residents are putting forward. Putting the Parade back to it's original state, except leaving the shop area as is.

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3777

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I would like it put back the way it was which was far less dangerous for all concerned. i also do not want any more car parks removed

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3778

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** Safety, I have small children and the way the cycle way at the moment is a major issue

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3779

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I don't see why you cant put the road back to its original state (eg without 'enhancements') or at least without the 1m buffer between car and cycle way as the original road didn't have this (didn't need it). So then we have some room to widen the lanes for cars/busses/trucks (which would probably make the road easier to drive on). Also PLEASE get rid of those stupid yellow pylons - they are a menace. I don't want any option other than put it back to original.

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 3782

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group =

E 3784

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

3rd = I don't have a third most preferred option and therefore don't wish to rank the other options

4th =

**COMMENTS:** I think option C makes it safe for all road users including pedestrians.

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentRegular visitor

Age group = 60 +

E 3786

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Community suggestion

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3787

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/Business Association proposal.

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3788

**Perferred option or ranking:**

1st = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

2nd =

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:**

Duplicate

**Submitter details:**

Suburb = Crofton Downs City = Wellington

Regular visitor

Age group =

E 3791

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3792

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** IBRA Business Recommendation

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3793

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I dont want any other options - why cant you just put it back \*exactly\* as it was before?? eg without 'enhancements'. everything was fine, we had a nice wide road for cars, buses and bicycles. you dont need this 'buffer' (we didnt have one before and everything was fine!) to make the lanes smaller. And PLEASE get rid of those horrible yellow pylons. They are a menace.

Duplicate

**Submitter details:**

Suburb = Brooklyn City = Wellington

Occasional visitor

Age group = 50-59

E 3794

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3796

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association and Business Association

I am totally disappointed in the above options (A,B,C&D) that aren't supporting the business community or the safety of the wider community and the cost of any of the above is ridiculous & totally an unacceptable waste of taxpayers money. I'd love to see curbside parking returned & a bold wider safe visible cycleway re instated.

Please listen to the residents - we have to use this carriageway daily!

Duplicate

**Submitter details:**

Suburb = Karori City = Wellington

Regular visitor

Age group = 40-49

E 3797

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** All of these designs are too costly and do not solve the inherent issues with the current layout. Paint the lines back the way they were before and save the ratepayers some money.

Duplicate

**Submitter details:**

Suburb = Other City = Dunedin

Regular visitor

Age group = 18-29

E 3799

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** As a cyclist. The safest option is to keep cyclists on the road

Duplicate

**Submitter details:**

Suburb = South Gate City = Wellington

Resident

Age group = 18-29

E 3800

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Optiom E, as presented by the island bay residents association

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington  
ResidentLocal business owner  
Age group = 50-59

E 3801

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Put it back the way it was

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington  
Resident  
Age group = 50-59

E 3802

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please reinstate the Parade to how it was. The Parade was the safest, widest road in Wellington for all users - cyclists, vehicles and pedestrians that shared the space adequately. The four options all come at a cost with no guarantee that it will work - much like what we have now.

Duplicate

**Submitter details:**

Suburb = Brooklyn City = Wellington

Regular visitor

Age group = 50-59

E 3803

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Island Bay Residents Association/ Business Association

Duplicate

**Submitter details:**

Suburb = Owhiro Bay City = Wellington

Resident

Age group = 60 +

E 3804

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please restore the road to its original attractive state.

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3805

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I want everything back to how it was before, immediately!!!

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3806

**Perferred option or ranking:**

1st = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

2nd = Option A - Cycle Lane Next to Parking - Original layout with enhancements

3rd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

4th = I don't have a fourth most preferred option

**COMMENTS:**

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3809

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I WANT THE PARADE RETURNED TO ITS ORIGINAL STATE WITHOUT THE LOSS OF ANOTHER 42 CARPARKS. I WANT OPTION 'E'- PUT BACK THE ORIGINAL. THE CURRENT DESIGN IS DANGEROUS AND OPTIOS BCD ARE NO BETTER

Duplicate

**Submitter details:**

Suburb = Mornington City = Wellington

Regular visitor

Age group = 40-49

E 3810

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** THE CURRENT ROAD IS DANGEROUS FOR ALL USERS. Please put it back to its original state as this is the best solution.

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 50-59

E 3811

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I don't like any option. These aren't what the majority want. The people of Island Bay want their suburb back how it was. A nice wide shared road with room for all and no issues. There were never safety problems before and your report is misleading to suggest that 'improvements' will make it safer, unless you're measuring only against the terrible mess that it is now. Stop your war on cars and encourage green vehicle options by installing charging stations and providing other green incentives like hybrid/electric only parking. Not everyone wants to cycle so stop trying to force us.

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3814

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** Change it back

Duplicate

**Submitter details:**

Suburb = Hataitai City = Wellington

Regular visitor

Age group = 50-59

E 3816

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Please put the parade back to how it was with cars parked against the foot path

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 3818

**Perferred option or ranking:**

1st = Option B - One-Way Separated Kerbside Cycleway - Road Level - Current layout with enhancements

2nd = Option C - One-Way Separated Kerbside Cycleway - Above Road Level

3rd = Option D - One-Way Separated Kerbside Cycleway - Above Road Level, with angle parking

4th = I don't have a fourth most preferred option

**COMMENTS:** I like biking away from the moving cars

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3820

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:**

Duplicate

**Submitter details:**

Suburb = Other City = Porirua

Regular visitorOther

Age group = 40-49

E 3821

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E - Island Bay Residents Association and Business Representatives proposal.

Duplicate

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E paint it back! We have had to put up with this for far too long and the council is not listening to the residents. Let me be clear I have lived here my entire life and there were next to NO cycle accidents. The few that did happen were due to a roundabout being put in without proper consultation (as in your fault!), and the rest were minor. It isn't needed in this area. What's worse according to your own figures Island Bay already had a parking problem with your data showing more cars parked than car parks available. Instead of dealing with this you have just continued to ignore that problem and make it worse by removing more! People aren't going to sell their cars even if they cycle! You saw there was a problem, chose to ignore, chose to make it worse, and now act like we need to get over it. You are not listening to the residents - the people who have to put up with this every day. You had already made up your mind and I see you did it again with these options until the IBRA reminded you that you should be listening to us. Do you even really care or are you planning on going ahead no matter what?! It was safe before, and there were more parks. The Parade should never have been considered for this experiment in the first place, and we all know there are better areas for it. If it weren't for Celia we would never be in this situation. Enough is enough. (also I notice you're asking for age group....seriously?!)

# Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** I believe that a lot of trouble has been caused by the new cycleway to the residents of Island Bay. I heard that the main problem for cyclists was really the town centre area and that's where they wanted something to be done. I feel like the whole cycleway process was rushed and done in an in orderly fashion. Celia as a representative member of the council at the time, did not consider local business's either. When you remove front parking of a dairy, that is pretty much like the initial stage of killing a business. A business relies on parking to survive and the new cycle way took this away from a family. I am not against the idea of a cycleway but there could have been a better design to begin with. As a tax-payer I believe my money has not been used properly and I would like to see them doing something about this. Another problem I saw was that, there was more importance on cyclists, when actually most residents are likely to use buses as a means of transport. The cycleway in a way because the roads are less wide, made it more difficult and slower for buses to travel through the parade. I honestly think that this cycleway is not safe and needs to be reverted back to the original design for now. I don't know why Island Bay was tested first, but maybe the council should think of a better plan before actually initiating it and ruining people's lives. This is why i believe option E is the best option as of now, there were no complaints by residents beforehand.

# Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 40-49

E 3824

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** I cycled for years in Japan in a dense urban environment that had no cycle lanes but far more cyclists than here. I think culture plays a huge part in what options are viable and the council consultation error has created a culture that now makes it impossible to get a good outcome. I don't think enough thought has been given to the fact that there are a variety of different kinds of cyclists, and topography, that makes for a variety of speeds. I accept the statements that there was little wrong with the original layout, that Wellington (and Island Bay > CBD in the extreme) is very unsuited to commuting by cycle, that the network should be built from the inside, out. A is therefore the best option for me. I actually think cyclists should also be allowed on footpaths and encouraged there if that's where they feel comfortable and that the faster ones can be safer on the roads with markings and education.

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 60 +

E 3828

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Option E

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = 18-29

E 3829

**Perferred option or ranking:**

1st = Option A - Cycle Lane Next to Parking - Original layout with enhancements

2nd = I don't have a second most preferred option and therefore don't wish to rank the other options

3rd =

4th =

**COMMENTS:** The current layout has made the road extremely confusing as no other areas in Wellington have this setup, therefore I chose for the layout to return to the original layout.

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

Resident

Age group = Under 18

E 3830

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Back how it was before

Duplicate

**Submitter details:**

Suburb = Island Bay City = Wellington

ResidentLocal business owner

Age group = 30-39

E 3832

**Perferred option or ranking:**

1st = I like none of the above options, I would like to suggest an alternative.

2nd =

3rd =

4th =

**COMMENTS:** Change it back!!!

Duplicate