



**Thorndon Quay consultation
February 2018**

313 public submissions received

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| 49 | Bill Nelson | As an individual | Aro Valley | 57 |
| 50 | Brad Olsen, Wellington City Youth Council | Wellington City Youth Council | Not answered | 58 |
| 51 | Brendan J | As an individual | Other | 59 |
| 52 | Brett Halkett | As an individual | Miramar | 60 |
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| 54 | Bronwen | As an individual | Khandallah | 62 |
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| 62 | Carl Howarth | As an individual | Newtown | 70 |
| 63 | Carl Wharehinga | As an individual | Johnsonville | 71 |
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| 68 | Chris Simon | As an individual | Ngaio | 76 |
| 69 | Chris Stuart | As an individual | Te Aro | 77 |
| 70 | Christine McCarthy, Architecture Centre | Architecture Centre | Not answered | 78 |
| 71 | Claire McDonald | As an individual | Khandallah | 79 |
| 72 | Conrad | As an individual | Newlands | 80 |
| 73 | Craig M | As an individual | Northland | 81 |
| 74 | cycle more wellington city | As an individual | Newlands | 82 |
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| 80 | Dante Christensen | As an individual | Aro Valley | 88 |
| 81 | Darcey Sutherland | As an individual | Newtown | 89 |
| 82 | Dave | As an individual | Johnsonville | 90 |
| 83 | Dave Bull | As an individual | Thorndon | 91 |
| 84 | Dave Chowdhury | As an individual | Ngaio | 92 |
| 85 | Dave Johnston | Has already been made on the The LETS GET WEEELINGTON MOVING PROPOSALS that sought public feed back but conveniently totally ignored | Other | 93 |

what was going on and
proposed re cycle lanes

| | | | | |
|-----|--|--|-----------------|-----|
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| 87 | David | As an individual | Khandallah | 95 |
| 88 | David Darby | As an individual | Other | 96 |
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| 95 | Dr Kirsten Matheson | Doctors for active, safe travel. | Island Bay | 103 |
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| 102 | Elizabeth Champion | As an individual | Thorndon | 110 |
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| 106 | Felix Marwick | As an individual | Karori | 114 |
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| 108 | Fiona Hodge | As an individual | Northland | 116 |
| 109 | Flavia | As an individual | Island Bay | 117 |
| 110 | Frances | As an individual | Strathmore Park | 118 |
| 111 | G Hodgkinson | As an individual | Other | 119 |
| 112 | Gene Clendon | As an individual | Other | 120 |
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| 115 | George Sedaris | As an individual | Hataitai | 123 |
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| 117 | Giles Pearson FCA and Dr Caroline McElnay | As an individual | Thorndon | 125 |
| 118 | Gill Gray | As an individual | Khandallah | 126 |
| 119 | Glenda McCallum | As an individual | Other | 127 |
| 120 | Grace Habershon | As an individual | Brooklyn | 128 |
| 121 | Graham | As an individual | Other | 129 |
| 122 | Hamish | As an individual | Khandallah | 130 |
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| 124 | Hamish Gordon | As an individual | Northland | 132 |
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| 126 | Hayden Eastmond-Mein | As an individual | Melrose | 134 |
| 127 | Hazel Sutherland | As an individual | Newtown | 135 |

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|-----|--|--|----------------|-----|
| 128 | Heather Joines | As an individual | Thorndon | 136 |
| 129 | Helen Chapman, Greater Wellington Regional Council | Greater Wellington Regional Council | Not answered | 137 |
| 130 | Helen Wharehinga | As an individual | Johnsonville | 139 |
| 131 | Henry | As an individual | Mornington | 141 |
| 132 | Howard Fountaine | As an individual | Thorndon | 142 |
| 133 | Howard Markland | As an individual | Khandallah | 143 |
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| 136 | Ian Chester | As an individual | Tawa | 146 |
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| 148 | Jannene Allwood | As an individual | Other | 158 |
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| 153 | Jenn D | As an individual | Other | 163 |
| 154 | Jennifer van der Merwe | As an individual | Horokiwi | 164 |
| 155 | Jill Bay | As an individual | Thorndon | 165 |
| 156 | JJ Holden | As an individual | Island Bay | 166 |
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| 158 | Joanna | As an individual | Other | 168 |
| 159 | John MacDonald | As an individual | Karori | 169 |
| 160 | John Stewart | As an individual | Khandallah | 170 |
| 161 | Johnnywhitewater | As an individual | Khandallah | 171 |
| 162 | Jon Dallimore | As an individual | Hataitai | 172 |
| 163 | Jon Pottinger | As an individual | Kelburn | 173 |
| 164 | Jonathan | As an individual | Mount Victoria | 174 |
| 165 | Jono | As an individual | Newlands | 175 |
| 166 | Jos Kunnen | As an individual | Kelburn | 176 |
| 167 | Josh | As an individual | Other | 177 |
| 168 | Julie Williams | As an individual | Island Bay | 178 |
| 169 | Karen | As an individual | Ngaio | 179 |
| 170 | Karu Shaw | As an individual | Horokiwi | 180 |
| 171 | Kate Whitwell | As an individual | Ngaio | 181 |

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| 172 | Keith | As an individual | Newtown | 182 |
| 173 | Kerrin | As an individual | Other | 183 |
| 174 | Ketan | As an individual | Crofton Downs | 184 |
| 175 | Kevan Scott | As an individual | Khandallah | 185 |
| 176 | Kevin | As an individual | Johnsonville | 186 |
| 177 | Kezia | As an individual | Other | 187 |
| 178 | Kim Kelly | As an individual | Breaker Bay | 188 |
| 179 | Kirsten Lovelock | As an individual | Mount Victoria | 189 |
| 180 | Kirsten Malpas | As an individual | Khandallah | 190 |
| 181 | Kirsty | As an individual | Island Bay | 191 |
| 182 | Kylie Barlow | As an individual | Other | 192 |
| 183 | Lachy | As an individual | Churton Park | 193 |
| 184 | Lein | As an individual | Other | 194 |
| 185 | Leoni Hawkins | As an individual | Northland | 195 |
| 186 | Lewis | As an individual | Ngaio | 196 |
| 187 | Linda | As an individual | Khandallah | 197 |
| 188 | Lisa Julian | As an individual | Ngaio | 198 |
| 189 | Lord Robson | As an individual | Other | 199 |
| 190 | Lynda Coghlan | As an individual | Strathmore Park | 200 |
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| 192 | Mads berry | As an individual | Khandallah | 202 |
| 193 | Malcolm Gunn | As an individual | Karori | 203 |
| 194 | Marco Renalli | As an individual | Other | 204 |
| 195 | Margaretha Lynch | M2Lynch Ltd. trading as Pridex Kitchens | Pipitea | 205 |
| 196 | Mark Coburn | PNP Cycling Club | Mount Victoria | 206 |
| 197 | Mark Johnston | Not answered | Not answered | 207 |
| 198 | Mark Saballa | As an individual | Pipitea | 208 |
| 199 | Mary Self | Nancy's Embroidery Ltd t/a Nancys Stitch Studio | Kelburn | 209 |
| 200 | Matt | As an individual | Other | 210 |
| 201 | Matt Isaac | As an individual | Churton Park | 211 |
| 202 | Matthew W | As an individual | Brooklyn | 212 |
| 203 | Melanie | As an individual | Other | 213 |
| 204 | Melanie Dingle | As an individual | Johnsonville | 214 |
| 205 | Michael | As an individual | Miramar | 215 |
| 206 | Michael | As an individual | Khandallah | 216 |
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| 208 | Michael | As an individual | Ngaio | 218 |
| 209 | Michael Faherty | As an individual | Hataitai | 219 |
| 210 | Michael Flyger | As an individual | Thorndon | 220 |
| 211 | Michael S Jones | As an individual | Other | 221 |
| 212 | Michelle Rush | As an individual | Ngaio | 222 |
| 213 | Mike Simpson | As an individual | Strathmore Park | 224 |
| 214 | Mollie | As an individual | Other | 225 |
| 215 | Naomi Peacock | As an individual | Newtown | 226 |

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| 216 | Nashwa | As an individual | Churton Park | 227 |
| 217 | nathan rose | As an individual | Thorndon | 228 |
| 218 | ND | As an individual | Other | 229 |
| 219 | Neville Henderson | As an individual | Newlands | 230 |
| 220 | Nic | As an individual | Ngaio | 231 |
| 221 | Nick Warren | As an individual | Tawa | 232 |
| 222 | Nigel | As an individual | Newlands | 233 |
| 223 | Oli | As an individual | Churton Park | 234 |
| 224 | Ong Su-Wuen | As an individual | Johnsonville | 235 |
| 225 | Patrick Morgan, Cycling Action Network | Cycling Action Network | Te Aro | 236 |
| 226 | Patrick Wilkes | As an individual | Ngaio | 237 |
| 227 | Paul | As an individual | Other | 238 |
| 228 | Paul Le Comte | As an individual | Other | 239 |
| 229 | Paul M | As an individual | Ngaio | 240 |
| 230 | Paul O'Connell | As an individual | Khandallah | 241 |
| 231 | Pete Burtonwood | As an individual | Wadestown | 242 |
| 232 | Peter B Karori | As an individual | Karori | 243 |
| 233 | Peter Northcote | Not answered | Pipitea | 244 |
| 234 | Peter Prichard | As an individual | Other | 245 |
| 235 | Peter Ramage | As an individual | Other | 246 |
| 236 | Peter Steven | As an individual | Newtown | 247 |
| 237 | Peter Woods | As an individual | Ngaio | 248 |
| 238 | Philippa | As an individual | Roseneath | 249 |
| 239 | Philippa | As an individual | Wadestown | 250 |
| 240 | Philippa Cuthbert, NZAA | The New Zealand Automobile Association Incorporated | Wellington Central | 251 |
| 241 | Phillip Hendry | Not answered | Other | 252 |
| 242 | PW | As an individual | Kaiwharawhara | 253 |
| 243 | Rachel Musther | As an individual | Newtown | 254 |
| 244 | Rachel R | As an individual | Churton Park | 255 |
| 245 | Raymond Kemp | As an individual | Woodridge | 256 |
| 246 | Reimo Geerts | As an individual | Newlands | 257 |
| 247 | Rhedyn Law | As an individual | Newtown | 258 |
| 248 | RhysH | As an individual | Northland | 259 |
| 249 | Richard Kyle | As an individual | Ngaio | 260 |
| 250 | Richard Kyle | As an individual | Ngaio | 261 |
| 251 | Rob B | As an individual | Ngaio | 262 |
| 252 | Rob de Bique | As an individual | Other | 263 |
| 253 | Rob Holmes | As an individual | Karori | 264 |
| 254 | Robert Lochhead | As an individual | Thorndon | 265 |
| 255 | Robert Paramo | As an individual | Ngaio | 266 |
| 256 | Rod Albrechtsen | As an individual | Other | 267 |
| 257 | Ron Beernink | Cycle Aware Wellington | Other | 268 |
| 258 | Ron Beernink | As an individual | Other | 269 |
| 259 | Rosalind Meyer | As an individual | Pipitea | 270 |

| | | | | |
|-----|----------------------------|---------------------------|---------------|-----|
| 260 | Ruvini Rendle | As an individual | Khandallah | 271 |
| 261 | Ryan | As an individual | Other | 272 |
| 262 | S Coppard | As an individual | Island Bay | 273 |
| 263 | S Jones | As an individual | Ngaio | 274 |
| 264 | S.Bates | As an individual | Crofton Downs | 275 |
| 265 | Sally | As an individual | Other | 276 |
| 266 | Sam | As an individual | Newtown | 277 |
| 267 | Sam | As an individual | Ngaio | 278 |
| 268 | Sam Nelson | As an individual | Other | 279 |
| 269 | Sam Thornton | As an individual | Newlands | 280 |
| 270 | Samantha | As an individual | Newtown | 281 |
| 271 | Sara O'Donnell | As an individual | Ngaio | 282 |
| 272 | Sarah Barnett | As an individual | Johnsonville | 283 |
| 273 | Scott | As an individual | Khandallah | 284 |
| 274 | Seth Bocknek | As an individual | Te Aro | 285 |
| 275 | Shaun | As an individual | Kaiwharawhara | 286 |
| 276 | Sid Jones | As an individual | Ngaio | 287 |
| 277 | Simon | As an individual | Karori | 288 |
| 278 | Simon Edmonds | As an individual | Island Bay | 289 |
| 279 | Simon Fendall | As an individual | Other | 290 |
| 280 | SR | As an individual | Tawa | 291 |
| 281 | Stephan Rupp | As an individual | Khandallah | 292 |
| 282 | Stephen | As an individual | Johnsonville | 293 |
| 283 | Stephen Minchin | As an individual | Johnsonville | 294 |
| 284 | Stephen Moore | As an individual | Hataitai | 295 |
| 285 | Steve Cosgrove | As an individual | Newtown | 296 |
| 286 | Swas Dutt | As an individual | Woodridge | 297 |
| 287 | Tammie Noldan | As an individual | Khandallah | 298 |
| 288 | Terry Genet | As an individual | Johnsonville | 299 |
| 289 | Thomas O'Flaherty | As an individual | Aro Valley | 300 |
| 290 | Thorndon Quay Action Group | Thordon Quay Action Group | Ngaio | 301 |
| 291 | Tim | As an individual | Khandallah | 302 |
| 292 | Tim Elliott | As an individual | Johnsonville | 303 |
| 293 | Tim Harford | As an individual | Other | 304 |
| 294 | Tim Jenkins | As an individual | Wilton | 305 |
| 295 | Tim Priest | As an individual | Other | 306 |
| 296 | Timon | As an individual | Other | 307 |
| 297 | Tobias | As an individual | Newlands | 308 |
| 298 | Tom Halliburton | As an individual | Other | 309 |
| 299 | Tom Rynaarts | As an individual | Thorndon | 310 |
| 300 | Toni | As an individual | Pipitea | 311 |
| 301 | Tracy Jones | As an individual | Churton Park | 312 |
| 302 | Tracy Norman | As an individual | Pipitea | 313 |
| 303 | treena fitness | As an individual | Other | 314 |

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|-----|-------------------|--------------------------------|----------------|-----|
| 304 | Trevor Glogau | Thorndon Residents Association | Thorndon | 315 |
| 305 | Tristan Campbell | As an individual | Te Aro | 316 |
| 306 | TTM | As an individual | Other | 317 |
| 307 | Victoria Cleal | As an individual | Aro Valley | 318 |
| 308 | Virginia | As an individual | Other | 319 |
| 309 | Virginia Saffioti | As an individual | Kelburn | 320 |
| 310 | W Johnson | As an individual | Mount Victoria | 321 |
| 311 | Wayne | As an individual | Ngaio | 322 |
| 312 | Wellingtonian | As an individual | Newtown | 323 |
| 313 | William Hope | As an individual | Te Aro | 324 |

Thorndon Quay consultation
Submission

1

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|------------|------------------|--------------------|
| . | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
No

Comments:
Losing the angle parking and reducing it to 2 hours will have a terrible effect. The majority of people who park on Thorndon quay after 9 am are parents who work part time and can't get into town any earlier. Where will the park now? 2 hr parking in that area is no use to anyone! The road is currently plenty wide enough for cyclists - there have been no incidents of cyclists being in accidents. The fact that cars can't park before 9am means cyclists can ride where the parks are.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Not important

Comments:
There is enough room for cyclists already along thorndon quay

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

Thorndon Quay consultation
Submission

2

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|----------|------------------|--------------------|
| a | Brooklyn | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
No

Comments:
there is a loss of too many car parks, clearways in peak hour would be a better alternative. Parking in the are is too important for the commercial business that have heavy products, plus all the events at the stadium which also can result in people having to transport heavy goods.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Low importance

Comments:
Seeing as there have been issues with cycleways in other parts of the city and the council are not interested in putting walkers first I think it is of low importance - walkers should be always given priority

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

Thorndon Quay consultation
Submission

3

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------|---------|------------------|--------------------|
| A Minion | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

angle parking was biggest danger - removing it very positive for safety

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

historically the most dangerous part of my 18km ride from eastbourne

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Same should be down further down TQ asap....

Thorndon Quay consultation
Submission

4

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|------------|------------------|--------------------|
| Aaron | Island Bay | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
No

Comments:
Very dangerous - create kerbside cycleways and remove angled parks

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

Thorndon Quay consultation
Submission

5

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------------|----------|------------------|--------------------|
| Adam Kyne-Lilleyu | Thorndon | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes

Comments:
When cycling, I'm always nervous riding past parked cars, due to the possibility of them opening their door into my path.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

Thorndon Quay consultation
Submission

6

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------|---------|------------------|--------------------|
| Adam, Ngaio | Ngaio | As an individual | Not applicable |

Overall support

| |
|--|
| Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay? No |
| Comments: Paint does nothing - consider changing all parking to angle parking and moving the bike lane between the front of the parked cars and the footpath (with barriers to stop cars encroaching). |

Network importance

| |
|---|
| How important is it to make these improvements as part of a safer city-wide cycling network? Very important |
| Comments: Not answered |

Other comments

| |
|--|
| Are there any other comments you would like to make about the proposed changes to Thorndon Quay? |
| Comments: The interim solution will just become the permanent solution. This is a cowardly cop-out that puts road safety second to car parking and commercial interests. |

Thorndon Quay consultation
Submission

7

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| aidy | Melrose | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes, but with changes

Comments:
remove the median strip, to allow for wider bike lanes

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

Thorndon Quay consultation
Submission

8

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| Al | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes

Comments:
Good to see improvements to road marking along this stretch, especially northbound, as I've been squeezed many times along this stretch most often on the corner before Davis St

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Removal of angle parking is a key safety benefit for people who cycle. Longer vehicles (typically utes and vans) that overhang parking spaces force those cycling into the traffic stream at unexpected moments.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|---------|------------------|--------------------|
| Alan Sandford | Tawa | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes, but with changes

Comments:
The removal of angle parks southbound is unnecessary if the morning parking restrictions are enforced. Northbound should be a clearway for the evening rush (all the way to Tinakori Road junction). Retaining parking will make the proposal more viable to the general motoring public, while timed parking restrictions will allow for safe passage for cyclists during peak periods..

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?
Comments:
Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------|------------|------------------|--------------------|
| Alastair | Aro Valley | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes

Comments:
*** Good that this is noted as an interim solution. The proposed layout will still only be suitable for the "enthused and confident" bikers. * The move from angle to parallel parking is to be applauded. This is much safer. The Victoria Transport Policy Institute's Pedestrian and Bicycle Planning Guide (2009) states that angle parking is "is very dangerous and bike facilities should be avoided in these areas". Crash rates for angle parking are typically twice that for parallel parking (Box PC (2004) J Transportation Engineering 130(1). A particular problem on Thorndon Quay is long angle parked vehicles that intrude into the road, forcing cyclists into the traffic lane. * Inclusion of a door zone between the parked cars and bike lane is wise, making it clear that people shouldn't bike in the door zone. * The reduction of parking time is sensible, ensuring availability of parking for those who need it to access businesses in the area, rather than commuting. * Narrower lanes will help to control speed.**

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?
 Comments:
The long term possibility of a bike route on Aotea Quay should not delay a protected cycleway on all of Thorndon Quay

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| Alex | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

The northbound ride from the Wellington CBD, along Thorndon Quay and Hutt Rd, towards Ngauranga Gorge definitely needs improvement, this is a welcome step in the right direction.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

I cycle this stretch of road every day during my commute to work. I really commend the commitment to trying to improve the cycling/walking experience for commuters coming into the CBD.

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Submission

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| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| Alex | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
No

Comments:
I wouldn't feel safe using this layout at all. Cycle lanes should be fully segregated from traffic e.g. at footpath level. Please stop wasting money on interim solutions and invest in a proper waterfront cycle and pedestrian path like the one in New Plymouth.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Low importance

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------|------------|------------------|--------------------|
| Alex Dyer | Island Bay | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

Roadside bike lanes are a complete fail for improving bike riding space in Wellington and on such a wide road. It is very disappointing that the council are not designing to accommodate a wider range of cyclists. Road side lanes will not encourage more people to try riding bikes and will lead to this corridor being dominated by faster driving motor vehicles and only cyclists with high levels of bravery and experience will choose to ride bikes here.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Thorndon Quay is already a very important cycling connection to the Northern suburbs of Wellington and the Hutt Valley. The soon to be completed cycleway along Old Hutt Road will see more cyclists coming through this area. Wellington needs to continue the quality cycling experience into the city to entice more people to choose to cycle - as well as making them safer as they do. On road lanes will not perform well.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

I am glad to see the switching of angled parking for demand managed parallel parking in this project at least. Why was this not done for the Oriental Bay project too?

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------------|---------|------------------|--------------------|
| Alexander Elzenaar | Te Aro | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

I think these changes are a step in the right direction and fully support their introduction in the short term; in the long term, a more permanent solution involving separation between cyclists and heavy vehicles (e.g. a kerb) should be installed.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

This is one of the busiest commuter cycling routes in the city and does not currently feel as safe as it could be.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------------|-----------|------------------|--------------------|
| Alexander Garside | Northland | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Removing the angle parks will provide a definite safety boost. There's no way to see out of them.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

Compared to the long-term solution of a two-way connection all the way from Kilbirnie to the Hutt, this is a modest but moderately effective change.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

This addresses some of the angle-parking, but not the entire section from the station to the Hutt Road.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|------------|---------|------------------|--------------------|
| Alice Fage | Karori | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|---------|------------------|--------------------|
| Alistair Gunn | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

I strongly support the principle of providing protected cyclelanes. I am a frequent visitor to this area and at present I find it terrifying. However, this layout is worse than doing nothing. there is a wide median barrier that will encourage speeding. The bike lanes are not protected and are in the door zone. This will increase speeding and at the same time force the cyclists to ride on the inner side of the lane to avoid being doored. this is both hugely dangerous and will cause drivers to abuse the cyclists for not using the lane. Right action: 1. remove the median strip. it is dangerous. 2. swap the lane with the parking, ie so that the lane is _outside_ the parking. 3. place concrete barriers to stop cars moving in to or crashing into the bike lane. There is ample space for both.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Yes. There is consistent evidence that a safe network for active travel comes first. In Barcelona a full network of cycle lanes was installed in a few years. The rate of crashes and deaths fell immediate, and was followed by an exponential increase in cycling.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|---------|------------------|--------------------|
| Allan Wright | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

I do, but why arent these improvements being made all the way to the hutt road?

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

extend it to the Hutt road end, this most dangerous part is not between Mulgrave and Davis, but Davis and Hutt Road.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------|---------|------------------|--------------------|
| Amanda | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

A lot of service delivery vehicles park along here, I am not sure how they will get on parallel parking. Why is it an 'interim' solution? What is the long term solution?

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

I think cycling is a great way to reduce traffic congestion, to keep fit, and we need the facilities to remove barriers to making this possible for everyone.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

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Submission

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| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------|---------|------------------|--------------------|
| Andrea Teng | Miramar | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

Why not have curbside cycle lanes on this busy route?

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

As a doctor and a cyclist I think the Council can do more to protect cyclists along the busy route.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------|---------|------------------|--------------------|
| Andrew | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

I am a regular cyclist on this route and it seems to be trying to fix one of the bits that really isn't a problem. The clearway in the morning is being retained so for the very few cyclist that will use this outside of the morning rush it looks like money could be spent better elsewhere. Doing an evening clearway on the Western side just North of this would remove probably the most dangerous part of my ride on an evening.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

Fix the most dangerous bits rather than changing lots of paint and car parking for not much gain.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------------|-----------------|------------------|--------------------|
| Andrew Bartlett | Strathmore Park | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Put the cycle lane on the footpath side. The 'hero' image shows what is wrong here, a child having a 'lane' with no protection from traffic. The flush median and apparent width provided by the cycle lane (as people in cars think both are actually for driving in) only encourages higher speeds.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

This is a key link to the Hutt Rd cycleway, it should be done right.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

A timid option offering a small benefit where a bolder option could have achieved much more. I fear it will lock in mediocre (not total failure, but very close)

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|---------|------------------|--------------------|
| Andrew Bennett | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes

Comments:
Cycling and similar modes of transport are getting more popular (and will really grow with these and further improvements) to everyone's benefit (pollution, accidents, getting people out of cars improves health and community, etc. etc.), but reducing the car parks will be painful for some. Well, 97 people + passengers, who would lose 10 hour parks vs the 200+ cyclists (and growing) who use that route every day. Everyone would be happy if we could fit in great car and separated cycling access (other than the downsides of car driving) but we can't, and as both a cyclist, train commuter and occasional car driver into Wellington we still have a massive way to go to get a sensible distribution of access, risk, and recognition for cycling. There is a real opportunity to make the city liveable with opportunities for all to benefit (individuals and business, if you actually put your mind to it), but that won't happen if we continue to assume the old ways came about out of being sensible - they DID NOT and they ARE STILL NOT sensible.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?
 Comments:
Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|---------|------------------|--------------------|
| Andrew Evans | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

These changes appear pointless and are less than impressive. This is the busiest cycle route in Wellington, and yet there is no protected cycle lane being put in place. Where is the commitment to active transport and safety? Why keep the median strip at all? The artists impression showing a child cycling in this lane is laughable, this is the sort of design I'd expect from the late 90's.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|------------|----------|------------------|--------------------|
| Andrew Gow | Brooklyn | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Whilst changing to parallel parking is better, it does design in a car-dooring hazard into the most busy bike thoroughfare in Wellington. 1.6m is too narrow for a cycle lane (see <https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-network-guidance/designing-a-cycle-facility/between-intersections/cycle-lanes/>). It is called an "Interim" solution - that's hard to believe when the final one isn't even on the horizon. To truly encourage 'keen but concerned' cyclists, you would want a truly safe design, with separated cycleways. It is very disappointing that the council has stepped away from that. However, I support this for being at least something that will make things slightly safer for people.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

If I ride from Brooklyn to Petone, my partner asks me to ring her when I get there. Cycling routes should be safe enough that she doesn't have to ask that.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Please let this be truly Interim as whilst it is an improvement, it is not safe enough in the long term, particularly given the high volume of cyclist traffic.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------|---------|------------------|--------------------|
| Andrew R | Newtown | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

People on bikes should be properly separated from fast moving traffic. The cycle paths should be inside any parking. Parking time limits could be altered to provide shoppers' car parks to compensate for any further loss of car parks.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Main link between city and northern suburbs and hutt valley

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|---------|------------------|--------------------|
| Andrew Rooney | Pipitea | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
No

Comments:
Given the time frame of the travel, it does not appear logical to implement a full-time reduction in parking on a road that is heavily used for commercial parking during weekends, events or trading periods.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Not important

Comments:
There is already a clearway operating in the morning that caters for the dense operating periods- it also provides the flexibility for events and the weekend trade- a working compromise. If this is implemented you are making a final/ permanent and damaging impact when the cyclists will not even be on the road.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Please consider the wider impact of your decisions- the dense cycling period is actually only in the morning (even the night time traffic is mild, because of the stagger). Do not implement a permanent detrimental solution for the sake of a short duration minority.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|---------|------------------|--------------------|
| Andrew Wyllie | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------|---------|------------------|--------------------|
| Andy C | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

Painted roadside bike lanes are just as dangerous as the current situation while they do nothing to improve bus flow. Move to bike lanes inside parking with clear ways at peak times that become bus lanes. This allows both bus and bike users to gain benefits while cars still have a full traffic lane as at present

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Both bike and bus lanes in more places will support the movement of people - while still allowing cars access. More of both is hugey important as the city gets denser.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

An interim solution is not the answer - Lets Get Welly Moving is not likely to come to fruition anytime soon, so lets just make transit and active modes more user-friendly on this, the main northerly bus route (and one of the more used cycle routes) in Wellington. Your own statistics show there are more people moving via bike abd bus combined at peak time than by car, so give them space to continue to grow.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| Anita | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes, but with changes

Comments:
The clearway currently works going into town in the mornnign, I can't see why you would remove all the angled parks, there needs to be a working clearway in the north direction in the evening, I find these parks really dangerous both as a cyclist and someone trying to get out of these parks

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Important

Comments:
Less incidents has got to be an improvement, allowing room for both cyclists and people to park

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
i have never found this portion of the road to be an issue except for the corner by Davis st where cars sometimes on't give way, and the position of the pedestrian crossing by Moore St. This gets really busy at night with people trying to get out of Moore St, and the sight lines to the pedestrian crossing are not very good when there is lots of cars and buses

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|-----------|------------------|--------------------|
| Anita Easton | Wadestown | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes

Comments:
I particularly like that it will get rid of angle parks. People pulling out of angle parks often don't look for cyclists. Plus large vehicles angle parked obscure the sightlines of the smaller car next to them.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Moderately important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|------------|------------------|--------------------|
| Ann | Island Bay | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
No

Comments:
Cycle lanes already exist along Thorndon Quay, & the loss of so many parking spaces in order to just widen these lanes cannot be justified. The 10 hour angle parks are in high demand for many part time workers in the area, & there are at least 2 medical practices in Thorndon Quay & patients are very often challenged to find parks anyway, so any reduction would seriously compound that problem.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Low importance

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
All city bound cyclists will eventually be entering Featherston Street etc so will have to adjust to cycling in narrower city streets. Likewise cyclists entering Thorndon Quay will have come from narrower city streets, so sacrificing valued angle parks in Thorndon Quay is a big price to pay in order to provide a wider cycle lane fo such a short distance. Just narrowing the centre line to give all users a little more space is all that is needed to improve visiblity for all in the curve of the road.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------|---------|------------------|--------------------|
| Annoyed | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
No

Comments:
This is a Joke 10 hour parking is hard enough down here as it is and you want to make it harder. Not to mention the ridiculous prices Wilson parking charge. The council are just money hungry hippies who want to destroy any business who want to use vehicles.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Not important

Comments:
Fuck Cyclist they dont use the cycle lanes they currently have. The new once down old Hutt road every morning I see multiple cyclist riding on the road

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
The council should be investing in more all day parking for businesses as this is what is bringing money into the city. They need to also review the pricing Wilson parking charge. They also need to remember that not everyone can use public transport as we need vehicles for our jobs.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|------------|------------------|--------------------|
| Anon | Owhiro Bay | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

there is a need for 5 or 10 hour parking due to the high shortage of commuter parks with parking buildings closed. In Thorndon we have lost a number of parks around the area due to construction work and limited spaces.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

I agree that we need to make it safer for cycle way but why not a shared path for cyclists/pedestrians like on Hutt Road

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Prefer to keep the angle parking, but make footpath wider for cycleway

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------|----------|------------------|--------------------|
| Anonymous | Brooklyn | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
No

Comments:
I strongly oppose the changes to the number of parking bays abd the reduction i time from 10 to 2 hours. Instead perhaps cyclists should be more aware and be prepered to stop when cars are trying to reverse out. Perhaps change the angle of parking to accomodate a continuous cycle lane. Cyclists in general do not obey road rules, should why should they get special treatment ?

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Not important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------|---------|------------------|--------------------|
| Anonymous | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

The proposed changes compromise parking on Thornton Quay that is heavily used by commuters arriving in the city after 9am. These parks are always used, often by people who park all day. There are next to no other parking options in Thorndon for people arriving at work later (all commercial spaces are full). Car parking has reduced significantly post earthquakes and this will continue to put more pressure on.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------|---------|------------------|--------------------|
| Asher Regan | Te Aro | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
please extend the cycleway to at least the railway station and preferably along Featherston st as well

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------|---------------|------------------|--------------------|
| Ashley | Crofton Downs | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes, but with changes

Comments:
Why put the bike lane on the road!!! This is silly. Build a raised lane at the same height as the footpath but next to the footpath with a small concrete barrier around the bike lane - that way it totally removes the bikes from the road and keeps drivers happy. Please think about the future when designing these things and not just the short term cheapest option, engage in projects with the upmost integrity

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|-----------------|------------------|--------------------|
| Ashley Koning | Strathmore Park | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Cycle lanes need to be beside pathways not between parking and roadways, this includes the freeway area, ie the cycle lane should be permamnent beside the pathway, the current share pathway cycleway is very dangerous for all involved

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Cycling continues to be an impoirtant part of environmental and personal wellbeing but cycling in the city is a nightmare

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

A painyted line is inadeuate, it might be cheap but car drivers never respect them anyway. If you are committe dto safety there needs to be some form of barrier, even a curb is adequate and relatively cheap. Parking should not be a priority other than for people with a disability or in loading zones

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------|----------|------------------|--------------------|
| B Cassie | Lyll Bay | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

I work on Thorndon Quay and have experienced drivers almost hitting me as a cyclist. Bike lanes would be welcome, but also some advisory for left hand turning cars to check their blindside.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

For Wellington to be a leader in NZ (and aspirationally, the world) there needs to be more bike friendly zones that eventually push for less and less cars on the road and people becoming more comfortable cycling in the city (and beyond).

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Make sure drivers have signage or have something that highlights left turns without checking your blindside will kill cyclists.

Thorndon Quay consultation
Submission

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| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------|------------|------------------|--------------------|
| B Egerton | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Please make sure that the no parking on the pavement leading up to this section, ie along Hutt Road, is enforced. The WHOLE route into Wellington CBD needs to work for cars, bike, walkers for it to be successful. I

| | | | |
|-------------------------|-----------------------------|--|---|
| NAME: B Ludds | SUBURB: Northland | ON BEHALF OF: As an individual | ORAL PRESENTATION: Not applicable |
|-------------------------|-----------------------------|--|---|

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes

Comments:
This route is used primarily by commuters, often travelling quite fast. I find this sort of bike lane optimal for this.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------------------|---------|------------------|--------------------|
| Barbara - local resident | Pipitea | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Whilst I fully support the idea of safer cycling routes through the city, the loss of precious car parks around the area I live would have a huge impact. I would prefer to see a "clearway" operate on the northern route from say 4pm-7pm. Retain the "clearway" on the southern access as it currently is. Also, the change from angle-parking to parallel parking would reduce the availability too much - do not change this. I would highly recommend returning Davis Street coupon parking back to Resident's Parking.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

I think cyclists could do more to look out for themselves around the city! It would be great if they would look out for others too - motorists & pedestrians are not 2nd-class citizens!!

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|--------------|------------------|--------------------|
| Ben | Johnsonville | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes

Comments:
This is great and will help improve safety during non-peak hours, however I feel like Featherston St also needs significant improvements.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

Thorndon Quay consultation
Submission

45

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|------------|-----------|------------------|--------------------|
| Ben Zwartz | Vogeltown | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes, but with changes

Comments:
Not enough - need to extend cycle lanes north and eliminate (or reconfigure) dangerous angle parking

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------|---------|------------------|--------------------|
| Benjamin | Other | As an individual | Not applicable |

Overall support

| |
|--|
| <p>Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay? Yes, but with changes</p> |
| <p>Comments: Only covering to Davis St is immensely disappointing, the risk factors are clearly between Davis St & Tinakori Rd. In that section cars extend over their parks, forcing cyclists into traffic with really poor visibility when they reverse out. This corridor is the most used in the country for cyclist and we can't even get a cycle lane the whole way through. I note your website details that there are future route alignment issues to be dealt with, given a possible Aotea quay route. However why do this section then? It doesn't line up to Aotea Quay. The section that is being improved is good news, but disappointing given the dangerous area isn't being dealt with.</p> |

Network importance

| |
|--|
| <p>How important is it to make these improvements as part of a safer city-wide cycling network? Very important</p> |
| <p>Comments: It's the most used corridor in the country yet no dedicated cycle lane travelling North from Davis St to Tinakori Rd.</p> |

Other comments

| |
|---|
| <p>Are there any other comments you would like to make about the proposed changes to Thorndon Quay?</p> |
| <p>Comments: Not answered</p> |

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------------|----------|---------------|--------------------|
| Benjamin Burkhart | Newlands | Not answered | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

Road side cycle lanes are known to be unsafe. Every car parking here results in two crossings of the cycle lane, as does every bus that stops. Bus drivers here are known to breach the road code and ride anywhere that looks available, including cycle lanes. This will not change. People will double park, "wait" for car parks, and drive their motor scooters on the cycle lane. This is all extremely unsafe and will continue with the proposed changes.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

This has nothing to do with a network. It's an isolated measure. It is also detrimental because it suggests that Something Has Been Done when no discernible improvement to safety will have been made. As such I prefer to leave the road as it is, so that real improvements can be made in the future.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

You are suggesting that this is an "interim solution" until "it is clearer how the transport corridor between Kaiwharawhara and the city may change". You know fully well that this will be Final and Done because Green Paint Has Been Laid. You also know that the transport corridor options are clear and point towards Thorndon Quay as opposed to Aotea Quay. What gets me too is the child on your illustration -- you're attempting to fool us into believing that this is child safe, when it keeps Thorndon Quay extremely unsafe, and you know it. The solution of course is a kerb side cycle path, on the left side of the parked cars.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------------|---------|------------------|--------------------|
| Benjamin Sutherland | Newtown | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

Parking is critical to the success of the Thorndon Quay area. The weekly number of cyclist that use this road is often less than than the weekly customer visits of single business. The angle parking should remain with less 10hour limited parking.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

The angle parking should remain, parallel parking will create significant congestion. They are very few cyclist, a survey completed last year showed only 295 cyclist during work hours compared to 5862 vehicles.

Please refer to the attached document on the following page(s) to support this submission.

| Main Data Points to Date for 2017 Thorndon Quay Vehicle Type Survey | | |
|--|---------------|---------------|
| During Clearway Usage | % | Number |
| Cycle | 21.01% | 539 |
| Vehicle | 78.99% | 2027 |
| During Business HRS Usage up to 5 pm | | |
| Cycle | 4.79% | 295 |
| Vehicle | 95.21% | 5862 |
| Total Usage up to 7pm | | |
| Cycle | 11.42% | 1356 |
| Vehicle | 88.58% | 10515 |

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------|------------|------------------|--------------------|
| Bill Nelson | Aro Valley | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---|--------------|-------------------------------|--------------------------------|
| Brad Olsen, Wellington City Youth Council | Not answered | Wellington City Youth Council | Not applicable Not answered |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes

Comments:
Thorndon Quay 7. The Youth Council supports the proposed changes to Thorndon Quay. The design of the cycle way identifies that most cyclists in this area will be commuting into the CBD, and therefore does not require it to be a shared pathway (as per Oriental Bay, which is not the most optimal commuting route, so most cyclists will be cycling for recreational purposes). 8. The change to parallel parks, and lowering of time limits could cause conflict with those that use these carparks all day on their way to work. However, we feel the current use of these carparks is a suboptimal use of public space, and this sufficiently discourages parking in this location all day. We hope these commuters will make the choice that having to park further away means driving into the CBD is no longer desirable, and will utilise other modes of transport - the train being one option in the immediate vicinity. 9. Thorndon Quay is a wide road, with immense potential to encourage other modes of transport in a safe and efficient manner. 10. We would encourage Council to reseal the road, or remove the current road markings in some other way, as painting over them as has been done in Island Bay degrades over time, making the new road layout unclear.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Not answered

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?
Not answered

Please refer to the attached document on the following page(s) to support this submission.

Submission on Biking improvements on Oriental Bay, Evans Bay Parade (Kilbirnie) and Thorndon Quay

To the Wellington City Council

March 2018

We would like to appear in person to support our written submission

Contact Person

Brad Olsen

Chair

On behalf of the Wellington City Youth Council

C/O Wellington City Council, PO Box 2199, Wellington 6140

Introduction

1. The Wellington City Youth Council is pleased to submit on the improved cycle connections proposals put forward by the Wellington City Council
2. We feel improving the quality of different modes of transport is vital to ensuring sustainable growth in our city. As part of this, cycle connections form a vital part of the future transport network of Wellington.
3. We are extremely happy with the consultation that has been conducted on their proposals, and the fact Council has listened to previous feedback, to ensure these cycle ways strike a compromise.

Overview of Submission

4. The submission by the Wellington City Youth Council on the improved connections will address the following topics:
 - a. Oriental Bay
 - b. Thorndon Quay
 - c. Evans Bay Parade

Oriental Bay

5. In line with our previous submission on the topic, the Youth Council is pleased to see Council has adopted feedback from residents of Wellington and proposed a compromise, that improves cycle connectivity, while retaining the benefits of Oriental Bay.
6. In particular, we are pleased to see the second pathway be designated as 'cycle only', as this will remove conflicts between pedestrians and cyclists on this route. We are also pleased angle parks have been retained, and time limits will remain as they currently are. This is important as many young people utilise the nearby marina for sailing and other recreational activities.

Thorndon Quay

7. The Youth Council supports the proposed changes to Thorndon Quay. The design of the cycle way identifies that most cyclists in this area will be commuting into the CBD, and therefore does not require it to be a shared pathway (as per Oriental Bay, which is not the most optimal commuting route, so most cyclists will be cycling for recreational purposes).
8. The change to parallel parks, and lowering of time limits could cause conflict with those that use these carparks all day on their way to work. However, we feel the current use of these carparks is a suboptimal use of public space, and this sufficiently discourages parking in this location all day. We hope these commuters will make the choice that having to park further away means driving into the CBD is no longer desirable, and will utilise other modes of transport – the train being one option in the immediate vicinity.
9. Thorndon Quay is a wide road, with immense potential to encourage other modes of transport in a safe and efficient manner.
10. We would encourage Council to reseal the road, or remove the current road markings in some other way, as painting over them as has been done in Island Bay degrades over time, making the new road layout unclear.

Evans Bay Parade

11. The Youth Council feels these pathways have been well designed, and once again make use of appropriate choice of segregated modes for the desired end users. It is appropriate to use a shared pathway in this area, as most cyclists using this pathway will be low speed, local cyclists, including those travelling to St. Patricks College.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------|---------|------------------|--------------------|
| Brendan J | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

I like the idea of a clearly defined cycling area, but think that north of Davis Street is far more dangerous, and should be addressed first. The angle parks identified in the proposal are generally being entered at the main commuter times, as opposed north of Davis, where vehicles are departing at peak commuting time.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

I've never felt particularly unsafe on the proposed section, and feel the time and money could be far better spent north of Davis street

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|---------|------------------|--------------------|
| Brett Halkett | Miramar | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|------------|---------------|--------------------|
| Bridie Kruck | Berhampore | Not answered | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
No

Comments:
Parking is a mare at the best of times on Thorndon Quay for those of us working in the area. Removing the on street parking will only make this worse. Carparks in the area have long wait lists so the options to be able to get parking off the street are limited.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Low importance

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------|------------|------------------|--------------------|
| Bronwen | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

For those working near the beehive crossing traffic in this section is impossible especially in rush hour. I have to use the pedestrian crossing near the train station to avoid getting hit turning right. There is also an issue with cars parked on the south/ east side of the road- they pull out without seeing cyclists and there is no room to swerve. All car parks along thirnodon should run parallel to the road

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|---------|------------------|--------------------|
| Bruce Spedding | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

The section in question, while problematic, is not the major safety issue for Thorndon Quay - the majority of accidents, near-accidents, incidents etc. are between Davis and Tinakori Road, so focussing on this section seems like a cop-out.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Any improvements are important - but these are not the most critical for this area, I question the focus on this section.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Please refer to the attached document on the following page(s) to support this submission.

I have commuted daily by bike through the Thorndon from Eastbourne (and back) for around 10 years. The section through between Tinakori Road and Davis Street has always been of great concern and is far more of an issue than the section from Davis to Mulgrave.

The bus stop at the bottom of Tinakori Road (outside) Guthrie Bowron is a death trap, after seeing a cyclist being hit by a bus there where the cycleway transitions onto the road. I transition onto the road before reaching that stop, but this has also lead to dangerous conflict with buses pulling into the stop. This needs to be fixed, probably by moving the stop to a safer location.

Obviously the angle parking along both sides of the road through the commercial area are problematic - vehicles parking and leaving, and vehicles that are obviously too long to park there and leave space for cyclists to pass (including cars with bike racks!). I have seen accidents and many near misses along this section - it desperately needs attention.

I do not understand why the focus is not on this section, and request that this is given higher priority.

Bruce Spedding

winzurf@gmail.com 02102974741

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|---------|------------------|--------------------|
| Bruce Walton | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|---------|---------------|--------------------|
| Bryce Cleland | Other | Not answered | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

I support the idea of cycle way but not as designed. The cycle way should be between the parked cars and the footpath, not between the moving cars and the parked cars. There should also be a physical barrier between the parked cars and the cycle way. My view is that the design currently proposed is unsafe.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| C | Pipitea | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

the proposed change will not make the cyclists any safer than what currently is. the 2.4m cycle lane will introduce side by side riding, which is danger to everyone on the road. The parallel parked cars is not any safer than angle parked cars. The change will do nothing to the cyclist but losing car parks and causing traffic jam due to lack of parking.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

The changes on this section have no impact on the safty of the cyclists.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------|---------|------------------|--------------------|
| C Mangin | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

Thorndon Quay consultation
Submission

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| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|------------|------------------|--------------------|
| C McClintock | Island Bay | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
I am a female cyclist in my forties. I would love to feel safer on the roads rather than feel lucky at the end of every ride that nobody has sideswiped me.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| Cam | Te Aro | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Would prefer that the cycle lanes be placed next to the footpath. I have recently started biking along Thorndon quay in the morning and feel unsafe at present. The proposed changes are good but I'm not sure that I would feel entirely safe even with them.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|---------|------------------|--------------------|
| Carl Howarth | Newtown | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Providing safer routes for cyclists will provide greater choice in how we get to work and play, easing traffic and public transport congestion for those who must drive, train or bus. This proposal is a small step in this direction. Please fast track permanent improvements.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

This is a key transport corridor, particularly for commuters. Improving safety and efficiency on this route will have a proportionally large benefit for cycling in wider Wellington.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Paint the length of the cycle lane. Important to provide space between cars and the lane for opening car doors.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------------|--------------|------------------|--------------------|
| Carl Wharehinga | Johnsonville | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

Ive cycled that road moast weekdays for past 5 years, and never had issues in that particular section of the road. In the morning people are entering parks, not blindly leaving and on the way out of town in the late afternoon the other side of road (firestation side) is very safe for sensible cyclists... the part that gets dodgy is between Davis street and tinakori entrance. A lot of people use these all day parks after school dropoffs as his is the only all day parking really available to people at that time of the morning and

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

This particular part of that stretch of road is a lot safer than the section between davis and tinakori road. fix the part between davis street and tinakori road first thats where I have seen the most problems and had a lot of close calls.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------------|------------|------------------|--------------------|
| Caroline Holden | South Gate | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Each time I get to work by bike I have at least one near-miss accident. I'm a very safe and prudent person. Under current cycling conditions I would not want my children to bike through town.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Parallel parking seems like a safe idea

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|----------|---------------|--------------------|
| Caroline Shaw | Hataitai | Not answered | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes, but with changes

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

Please refer to the attached document on the following page(s) to support this submission.

The proposal for Thorndon Quay is an inadequate solution for the issues. The overall vision and requirement for a safe cycleway from the Hutt to Wellington is being put on hold, with an 'interim' solution which manifestly fails to address issues of safety and access, while having no timeline or even agreed feasibility of the alternative solution along Aotea Quay.

The benefits of a good cycleway along here should be obvious to the Council; reduced congestion, lowered parking demand in the inner city, less air pollution, reduced carbon emissions and a healthier population.

The councils own assessment of parking use in this area (7 Nov 2017) does not preclude a cycleway. Parking is being used for long term parking in at least 70 cases and Councils own assessment is that the two hour parking spaces are underutilised. In light of this report, the lack of a comprehensive proposal for a cycleway along Thorndon Quay seems particularly inadequate.

There is a risk to cyclists currently, Thorndon Quay is unsafe (3 accidents recently), and threatening to less confident cyclists. Regardless of whether Aotea Quay is progressed, risks to cyclists from the angle parking on Thorndon Quay still need to be addressed. The solution proposed from Davis St to Mulgrave is not best practice, with cycle lanes outside the parked cars. Research from overseas shows these types of painted on lanes do not improve the safety of cyclists.¹

This proposal is unlikely to attract new cyclists, which the Councils own strategy documents identify it wishes to do. This is despite all the benefits to Council of people shifting mode.

Council should go back to the drawing board and come up with a solution that actually addresses the needs of cyclists, without deferring meaningful action in the hope another solution will eventuate.

1. Teschke K, Harris MA, Reynolds CCO, et al. Route Infrastructure and the Risk of Injuries to Bicyclists: A Case-Crossover Study. *Am J Public Health* 2012; **102**(12): 2336-43.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|------------|------------------|--------------------|
| Chris | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes

Comments:
As an experienced cyclist who uses this route I fully support this. We need more simple cycling solutions like this not the over complicated ones that have been proposed for other routes

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Important

Comments:
Its a widely used route to and from the city

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Please have more simple options like this that benefit all road users!

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|------------|------------------|--------------------|
| Chris Hubscher | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

The bikes lanes don't go far enough. They should extend all the way to the beginning of the Hutt Rd cycleway. The stretch of Thorndon Quay getting cycle lanes isn't the most dangerous. The bigger problem is the stretch from Davis St to Tinakori Rd, particularly northbound where the angle-parked cars can't see cyclists when they are backing out.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

As per my previous comment, there's no sense leaving a gap in the cycleway along the most dangerous stretch of road. That's just silly. Do the whole lot properly.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

They're fine as they go but there's just no sense leaving a gap in the cycle route along the most dangerous stretch of road, which is between Tinakori Rd and Davis St.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------|---------|------------------|--------------------|
| Chris Simon | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

Bikes don't pay Road user taxes or parking fares so get real

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

They should not be allowed on our streets

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|---------|------------------|--------------------|
| Chris Stuart | Te Aro | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

Put the bike lanes off road and have a shared pedestrian cycleway

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

If you reduce parking of course people are going to object, especially retailers along this area of the road way.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

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| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--|--------------|---------------------|--------------------|
| Christine McCarthy, Architecture Centre | Not answered | Architecture Centre | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Not answered

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not answered

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Please refer to the attached document on the following page(s) to support this submission.

19 March 2018

Oriental Bay Biking Connections Consultation (114); Thorndon Quay Biking Connections Consultation (114); Evans Bay Parade (Kilbirnie) Biking Connections Consultation (114)

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Oriental Bay



When Lemuel Gulliver awoke tied to the earth by the threads of Lilliput, little did he know that 320 years later he would re-awaken in Cycletown, plonked in the middle of Oriental Bay's coastline ducking thousands of speeding cyclotonians. No one had legs. There were no cars, no pedestrians - just an endless sea teeming with zooming velos. He could stand - but only just. The speeding wheels went this way and that. His body reacted, swaying as the air zapped by. As for walking, just trying to imagine that was exhausting.

Three hours later, arms, legs, ears, eyes dreary, what appeared like common sense prevailed - but, as he gingerly flexed his quadriceps in preparation to escape a seemingly impossible encyclement, a loud voice boomed from the pohutukawa: "Freeze pedestrian." What was he to do, starve on the spot? This way, that way - still they zapped, weaving in and out of the throbbing torrent of other cyclists. A tear tried to run down poor Gulliver's cheek, but even that was whisked away in the velotopian airstream. If only this was Wonderland and a cake with the words "EAT ME" appeared so he could grow so large and stomp out these damn mechanical mosquitos. It was, he pondered, a strange paradox to be so immersed in speed and yet unable to be anything but stationery.

The sun retreated from daytime. Night, more beautiful in the spectacle of flying headlights, was as perennially tiresome. Gulliver consider verticality - but, while digging through asphalt might theoretically be possible, as a destination its appeal was underwhelming. The sun rose, and it was as if, with that blast of light (it was a rather speedy star), he could see beyond the vehiculating stream to PEDESTRIANS. Cheery, relaxed, meandering PEDESTRIANS. Lavish in their perambulatory ways, the sun shone down and they beamed back. Gulliver looked with joy at his leather-clad metatarsals and filled his glance with the potential of movement. He yearned to be over there, but, while the intermitting velocidic



the architectural centre inc.
PO Box 24178 Wellington

wall was as an opaque barrier as ever imagineable, his desire tilted him off balance - face first into mobility. Now the hard reality of asphalt met him while the knife-thin tyre-treads of lyra-bound road biking pinned him down as effectively as any Lilliputian might wish.

He had cherished the well-laundered absoluteness of his crisp, white shirt. Face full of 2.5m of counterflow cycleway, that scented joy of perfumed laundry detergent was progressively whittled away, each tyre-tread rendering his body securely earthbound. As he had fallen the turbulent eddies aerodynamically twisted his body away from a full view of paradisial pedestriana, and realigned him to automotive mania. He now had a kerbside vision of burning rubber and exhaust fumes perforated by a thin line of high heels and angled car parking. As another cyclist's tyres cut into his once white shirt, Gulliver mused that these strips of former footpath and road sliced into selfish modal apartheid might be the epitome of territorial action. He had observed (and viscerally felt) the abuse and physical aggression shown to anyone who dared infringe on another's space. In fact several of the pedestrians were limping as a result. One cyclist was wearing a wheel around his head, but the CARS ... and here was the deep dark secret of Cycletown. While propaganda illustrating happy, smiling cyclotonians was dutifully and liberally distributed, all the while car parking progressively increased every half hour.

Apparently it had begun back in 2018 when 61 car parks mysteriously multiplied into 64, under the illusion of a pro-cycling council. Sustainability was also heralded to be big. But - behind the headlines and photographs of gleaming dental work - an anorexic cyclepath was given the tick. The median strip, where pedestrians were squeezed between increasingly overweight SUVs, was asked to shrink 10%, and pedestrians required to tuck their stomachs even further in. Gulliver, musing on the idiosyncratic ironies, platitudes and unhelpfulnesses of past local governments, under the strain of unsubstantiated climate change rhetoric, was about to pull out a sketchbook as a prelude to a solution, when one of those damn pohutukawa cracked and fell, and sent him deep into unconsciousness, or so he wished when he next awoke on Thorndon Quay.

Thorndon Quay



As night is to day, and black is to white, such was the severity of contrast that Gulliver experienced as he gained consciousness lying in the taudry gutters of Thorndon Quay. And it was night too, or so it seemed, until a voice spoke: "I'll just reset the VR goggles, won't be a minute." The centrifugal force of a blast from the past soon followed. Dark transmitted to light via a heady synesthetic blur of colour, smell and noise. It took a split second to adjust to the sensory overload of intoxicating exhaust fumes, the melodic chug of Matangi trains and the intermittent squeal of cyclists, fearing their lives, as they wove in and out of car doors opening symphonically to the senselessness which determined the perilous combination of cyclelanes sandwiched between moving and parked automobiles. So real did this visage appear that Gulliver coughed, and unconsciously felt in his trouser pocket for an aspirin.

Rivalling Dickens' drab depiction of Victorian London in its precision, the scene had the queasy unease of something akin to a horror film, a perverse scientific experiment maybe?.

or perhaps a reality TV set? Oh yes I know now, it conjured an aesthetically-enfeebled *Truman Show* - too surreal to feel true, but so comprehensively accurate its surreality was inescapable.

"Sorry, forgot the nostalgia filter was in." Sepia faded through the malcontent of Kodachrome to Technicolour grey, as the twenty-first century settled firmly into its illusion. This was indeed the barren wasteland of parallel parking and nondescript architecture that largely compromised the city-side of Thorndon Quay. It smelt, sounded, felt, and seemed - to the uttermost degree of accuracy - to be. This was history at its most alive, rendered so vividly that its antiquations quivered with disbelief. It was a startling lesson which heightened our sense of progressiveness and moral superiority. How far we had come from those dismal days we thought proudly.

"You can take it off now. You can really see the difference can't you?"

Indeed. Sitting atop of the old cylindrical car park ramp, we now occupied the elegant VRTR (a.k.a. Virtual Reality Tea Rooms). It had a splendid view over a twenty-second century "Te Tiriti Kākāriki" - the renamed "Thorndon Quay," following the overthrow of streets named after New Zealand Company directors (Thorndon deriving from Lord Petre's Essex Home "Thorndon Flat"). The green boulevard stretched elegantly insync with the high speed autonomous amphibious mass transit corridor, its homonym "tiriti" conflating "street" and "treaty" suggesting an avenue committed to a new ("green") way. Huge investment in rail and amphibious mass transit in 2018, and the brave redeployment of roads as green corridors, threaded with footpaths and cycleways, resulted in this resplendid image and a net reduction of carbon emissions in Te Whanganui o Tara of over 50%. Ngā taurangi (fairies) danced among giant panakenake (*Lobelia angulata*) and koromiko (*Hebe stricta*), their sweet waiata meeting the karanga of tūi, kea, kākā, and the recently revived huia and moa.

It was a wonderous vision, only possible with the foresight of gutsy political will and foresight, helped along by midnight mayoral vaping sessions as the council weaned itself off a financial dependency on car parking fees to mitigate rates hikes. Car parking, vanquished to suburban garages, enabled a vegetarian takeover of city spaces. Shared spaces supported people, laughter and the occasional day off work, as the lack of segregated mode apportioning of road corridors (confining pedestrians, cyclists and car-drivers to competitive rat-race tracks) became a distant and discredited memory.

Reassured by this manifest vision of utopian proportions, Gulliver sunk back in his hemp-woven recliner, the scent of his kaputī kākāriki wafting aromaticly. Rip van Winkel watched knowingly as Gulliver meandered into unconsciousness for a second time.

Evans Bay Parade (Kilbirnie)



"Ouch!" "Shush!" Cold metal met Gulliver's nose. The light rail car blinked, then frowned: "They don't know I'm here. Be quiet you blundering fool!" Hiding in the corner of the old tram barn, Thomas the Tank Engine's second cousin glared with all the fervour that aspirational light rail (disconnected from any energy source) might muster. "They know I can. They know I can" he grumbled under his breath, sans serif stencilling: "LRT reduces CO₂ emissions" still clearly readable along his slim lined chassis from years of his closetted existence, waiting ... The existential angst of an under-appreciated LRT car required more etiquette training, good manners and patience than Gulliver had ever exhibited at any point in his life to date. He suspected things would not suddenly change now.

"Is that the time?" - an oldy but a goody, and he shamefully slipped away, out of psychological discomfort and into the bright lights of Kilvegas.

Ahh Kilvegas - surpassed only by Ashvegas (... and Rotovegas and Vegasvegas), Kilvegas was one of those happening places still yet to happen. It was suburbia magnificentia. Its only remnant of formal townplanning was a meek strip of Rongotai Road, forever under threat by council proposals for asymmetry. More generally the township excelled in perpetual informalities, seas of off-street parking and carousels of houses. Spun by car-fed roads, these proliferated; a ballet of urban-scaled, lazy-Susans to rival the Bolshoi.

It was this stunning illustration of rotation that struck Gulliver as idiosyncratic. The spine of cars generated a centrifugal hierarchy, where those lower in the transport hierarchy (public transport, cyclists, pedestrians and recessed trees) were restricted to fitting in around the predominant automobilia mostestia, with only the occasional road too sharrow for exclusive car use. Even the painted median strip between Kilbirnie Crescent and Kemp Street was sacrificed to the dominance of the car. But this marginal space was where the beauty of the dance lay, in restricted eddies, swirling through the reflected glories of very shiny motor cars. Stripes of counterflow cycle lanes were seemingly operatic in intent - the glorious repetition, that can only survive in dulcet Italian tones, culturally infused with dervish sensibilities. Round and round and round they went, cyclists of all hue and cry, caught between well-intentioned counterflowing and the upstream of gas-guzzling Honda Civics.

This visual feast of circumspection was dizzying to say the least, causing Gulliver to be moved to sedentary tendencies more than once. He even accidentally found himself rotating in a bus hub and reading its graffiti. An arrow caught his eye and led it along an inexplicable I-beam. It was, for an instance, as if he had pulled a thread and the architecture of the bus shelter had begun to unravel. At this point he realised that unlike the shameless adshelling of the other structures, he occupied a glowing colour field of burnished orange. James Turrell beamed.

The arrow grew bigger and its pointedness became more insistent. "Design makes Wellington" it impressed, as it let slip a faded yellow page. Scrawling pencil wrote in assertive upper case "DRAFT SUBMISSION: MARCH 2018: WCC CYCLING THINGS." Words were misspelt, crossed out and underlined. There appeared an over use of imperatives. "MUST" was a favourite, surpassed only by "UNACCEPTABLE!!!!." "NOT" was recurrent. He wiped the dust from beneath the capitalised title: "1. Segregation is NOT a sustainable transport strategy. Segregation breeds hatred and selfishness between modes."

Hmmm. It looked like no. 2 had been victim to strawberry jam - an unrecoverable pearl of wisdom no doubt.

"3. This ad hoc and piecemeal approach to transport, urban design and city-making is RETROGRADE and economically short-sighted" the next line yelled at him.

He sat down - this was going to be psychologically draining by all accounts.

Another row of majuscular characters thundered through one set of crossing outs and smudgings: "ARCHITECTURAL CENTRE TRANSPORT MANIFESTO???" followed in quick succession by:

"1. NO LIGHT RAIL IS SHORT-SIGHTED - NO VISION."

"2. INCREASING CAR PARKS IS UNACCEPTABLE."

A calmer typescript, assisted by a less heated lower case, conveyed an intellectual introspection (or so it liked to think): "maintaining the current regime of free or underpriced car parking to store stationary vehicles is an inefficient use of space - weird that council seems to keep on doing this while saying they are pro-sustainability etc. etc. How do they think they'll get those carbon emissions down? deluded all."

More arrows, indented circling and a big tick:

"6. Rigidity restricts. Fewer cars is the ONLY answer"

"9. Car sharing MUST replace private cars in the CBD. More road space MUST be given over to PT and cycling. Strategic use of properly-designed shared space MUST ..."

A daisy chain of blue roses seemed to suggest that the scribe at this point had drifted off into a more poetic space, but the roses morphed into bicycle wheels, hot rods and smiling elephants. The outline of a shoe appeared titled "Eat your heart out Adolf Loos."

Gulliver looked up. If only Kilvegas had the answers. The orange glow that surrounded him surged into a flashing neon sign: "Up your game WCC - BE ~~BRAVE~~ BRAVER!"

Thorndon Quay consultation
Submission

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| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------------|------------|------------------|--------------------|
| Claire McDonald | Khandallah | As an individual | Not applicable |

Overall support

| |
|---|
| Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay? Yes, but with changes |
| Comments: I support wider cycle lanes in this area, but the danger of car doors opening from parked cars will still exist along with cars pulling in and out of parking spaces without the drivers looking. |

Network importance

| |
|---|
| How important is it to make these improvements as part of a safer city-wide cycling network? Very important |
| Comments: Not answered |

Other comments

| |
|--|
| Are there any other comments you would like to make about the proposed changes to Thorndon Quay? |
| Comments: I do not understand the benefits of changing 10 hour parking to 2 hour parking. This would likely increase the danger to cyclists by having more cars pulling in and out of the main traffic flow. |

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------|----------|------------------|--------------------|
| Conrad | Newlands | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes, but with changes

Comments:
Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Moderately important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------|-----------|------------------|--------------------|
| Craig M | Northland | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes

Comments:
I think this is the perfect compromise between motorists and safe commuter cycling. This is a design that commuter cyclists actually want, we want a seamless ride on the road. Segregated lanes are a nonsense - motorists park and sit across them when pulling out, for this reason more capable cyclists avoid them as they are too dangerous... then motorists abuse us for not using designated infrastructure. This is a great design, removing the dangerous angle parks that create a gauntlet and cause chaos. Again, this is a perfect compromise, love the on road lane! No changes required!

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
This segment of road is particularly dangerous with the angle parking. The angle parking creates a gauntlet as motorists are largely blind when backing out of parks.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?
Comments:
Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------------------|----------|------------------|--------------------|
| cycle more wellington city | Newlands | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes, but with changes

Comments:
needs more than just white lines to protect cyclists from cars and need a zone between cycle land and parked cars so cyclists dont get hit by drivers opening doors

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
more people will cycle if it is safe to do so. i have stopped cycling due to so many near misses with cars. Now I just drive my car again.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| d | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

reducing the number of carparks available by half is ridiculous. there is a white line that the cyclist already use between the back of the parked cars and where the cars drive, there is plenty of space for the cyclists already. the carparks are not in the central city and are ideal for those people that need more than 2 hours parking that the central city restricts, it should remain as 10 hour limit. i beleive the council are also looking a doing away with free carparking on saturdays you are driving people away from the centre of town (another issue of course).

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

as i mentioned the cyclist are already cycling not on the road where the cars are but between the back of the parked cars and the white road marking. if anything create another white line at the back of the cars for cyclist - it doesn't have to be wide and fit one cyclist wide is sufficient.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

don't do it. leave the number of car spaces as is.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------|------------|------------------|--------------------|
| D. Pedlow | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

Of all the corners of the city to improve for cyclists...this wouldn't be high on my list. The angle parks are not an issue for the morning commute in as it is a clear way, and the other side of the street is not a problem as the parks are already parallel. I think there should be higher priorities. Thorndon Quay north of Davies for example is more problematic for cyclists.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|---------|------------------|--------------------|
| Dale Warburton | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes, but with changes

Comments:
Changing angle parking to parallel is important as often there are longer vehicles parked there, who can block the entire cycle way. Reversing cars can also pull out without the ability to see if cyclists or cars are coming. The current proposal would still create situations where cars block the path while trying to parallel park. Therefore for safety reasons it would be best to create a protected bike path in between parking and the footpath.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------|---------|------------------|--------------------|
| Dan Forster | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

I'd like to see the same changes north of Davis St, as the current angle parking from here to Tinakori Rd is a safety issue for cyclists.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Thorndon Quay is an arterial cycling route for 1000s who commute from the northern suburbs and Hutt Valley every day. It needs to be a much safer route than it is currently.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|-----------|------------------|--------------------|
| Daniel Morgan | Wadestown | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

The current solution of a southbound clearway followed by 10 hour parking is pragmatic and provides for the needs of both work-bound commuters and parkers. The proposed solution offers nothing to parkers except fewer carparks.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Fundamentally, I do not believe that the commuting cyclists or the weekend "lycra mammals" would use any cycleway provided. In my observation they prioritise speed over consideration for other road users, including slower cyclists. On the whole I believe this cycleway would come at a cost to other road users and provide little benefit to cyclists.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------------|------------|------------------|--------------------|
| Dante Christensen | Aro Valley | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

Why would you change the angled parks to parallel parks and halve the number? what more they are one of the only places where there's a 10 hour park and they will be replaced with 2 hours parks? Absolutely ridiculous. I have a small business in town which requires coming in and out of town and I rely on the longer term parks in that area. Now I will have nowhere to park for longer than 2 hours. Ridiculous. All for a minority of cyclists.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

Just look at the shambles caused by the Island Bay cycle way all because our previous mayor liked to ride a bike. Now you are planning cycle ways everywhere when it will still be an incredibly dangerous activity cycling in the city centre for the few that choose to do so. Meanwhile more and more parks disappear and the Council holds small businesses like ours to ransom by only having 2 hours parks at exorbitant rates.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

I'm not specifically opposed to the cycle way but why get rid of the most useful affordable longer term parks in the process.

Thorndon Quay consultation
Submission

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------------|---------|------------------|--------------------|
| Darcey Sutherland | Newtown | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes

Comments:
Would like to see angle parking stay

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Low importance

Comments:
The number of cyclists is over estimated compared to other users

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Would like to see more parking and safe road crossings for children

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|--------------|------------------|--------------------|
| Dave | Johnsonville | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes, but with changes

Comments:
I support bike lanes but i do not think the proposal improves safety for cyclists and will not encourage more people to cycle.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
The current layout at thorndon quay is a barrier gap in a safe journey to the city.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Provision should be made for a two way cycleway that is seperated from the traffic and not between parked cars and the road.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------|----------|------------------|--------------------|
| Dave Bull | Thorndon | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes

Comments:
The angle parking along Thorndon Quay never works anyway. Get rid of it and create some cycling space - it's a no-brainer. Without these improvements, all the work on cycling lanes further north is pointless.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
Networks have to be connected or they aren't networks. Have to get cyclists into town without them being backed into.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|---------|------------------|--------------------|
| Dave Chowdhury | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

The changes are fine as far as they go, but the failure to provide safe cycling options to the northern end of Thorndon Quay is appalling. At the very least a clear way needs to be provided for evening cycle commuters heading north.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

these are fine, but there isn't sufficient separation between bikes and cars.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|---------|---|--------------------|
| Dave Johnston | Other | Has already been made on the The LETS GET WEELINGTON MOVING PROPOSALS that sought public feed back but conveniently totally ignored what was going on and proposed re cycle lanes | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
No

Comments:
Once again ignore the lets Get wellington Moving proposals and have a policy of LETS GET WELINGTON CRAWLING AT THE SPEED OF A CYCLISTS and drive business away from thorndan and then wonder why it is leaving wellington, let laone for room for the taxis industry to serice its thorndon customers

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Not important

Comments:
The whole network as planned from the start is a totally flwed model expecting the private and commercial road user to subsidize cyclists who hourly and fragrantly break the road rules with 0 enforcement by the authorityess

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Yes think of the businesses in thordon and the effect of reducing angle parking, and buy the are the cyclists compensating the council fro the reduced parking income?? I think not as usual they want everhting and pay nothing

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------|------------|------------------|--------------------|
| Dave Seyb | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Unless the cycle lane is physically separated from road traffic it is NOT a viable cycle lane. The image displayed show a child cycling in a lane adjacent to a parked car. You would have to be absolutely insane to let your child do this. While I welcome the good intentions of painting a few new lines on road it does little to resolve the problem and noting to address safety issues. I do currently cycle this route however usually revert to either the road or foot part to avoid the parked and turning vehicle hazards. A cycle lane must be physically separated from road traffic to be viable, and must be resilient to vehicles blocking it.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

A cycle lane is required as there is a considerable vehicle hazard along this section of the road. However there are better solutions than the proposal. The loss of car parking and traffic restriction is likely to result in a negative perception. A lane on both side of the road may not be required. The current foot parts is quite wide in the area with little pedestrian traffic. cycles lanes would be better to be shared with pedestrian traffic than the road.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

The car door hazzard needs to be removed befor I would use the cycle lane I would simply ride on the existing road giving the cars a minimal 1m wide birth

Please refer to the attached document on the following page(s) to support this submission.

CORRECT



This is what a safe cycle lane looks like.

Note

1. cycle way is physically separated from traffic
2. parked vehicle and turning hazard avoided.
3. route is safe for children and all ages.
4. it is possible that the cycle way may be shared with pedestrian / runners and joggers in times of heavy foot traffic. (marathon or events at the stadium for example or simply faster runners avoiding other foot traffic)

CORRECT

Example 2

Again note physical separation of traffic from cycle way via safety barrier



WRONG !!

Example unsafe practice and poor design.



1 lane provide no protection against vehicles

2 Lane introduces car door hazard. You would be safer riding into oncoming traffic at least this way the guy opening his car door would see you.

3 There is nothing preventing vehicle blocking the lane creating an additional hazard. The design encourages blocking of the cycle lane when parallel parking. The proposal to reducing parking limits to 2h actually increased the frequency of the lane becoming blocked forcing cycle traffic to turn onto the faster traffic lane.

It would be better to simply use the existing footpath on the left that is not often used by pedestrian traffic. A cycle lane of both side of the road is probably not required. when there is room enough for a segregated cycle lane on only one side of the road.

Bottom line the cycle way must be buffered from traffic to be safe and would be better suited on the existing footpath against the rail yards where there are no building to attract pedestrian traffic any way.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|------------|------------------|--------------------|
| David | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes, but with changes

Comments:

I support the addition of bike infrastructure along my commuter corridor

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not enough cycling infrastructure at the moment

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

It would be better if the cycle lanes were beside the footpath (and the parking moved towards the vehicle lanes) but the proposal is still an improvement

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------|---------|------------------|--------------------|
| David Darby | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|------------|------------------|--------------------|
| David Stevens | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

The proposal looks a lot tidier and probably safer for cyclists. There will be concerns at the loss of a high number of "long-term" parking spaces.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

The current "bike lane "is indistinct and variable, depending on how large the vehicles are in the angle-parking spots.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

I would like to see the new parallel parking spaces (which replace the angle parking) and also the parks alongside the Marae, to have a maximum FOUR hour time limit. Apart from the rapacious Wilson Parking areas, there are very few opportunities for extended parking near-ish the CBD, and it is quite common for people to want to spend a little more than two hours in town at meetings etc.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|------------|------------|------------------|--------------------|
| Dean Quinn | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes, but with changes

Comments:
Removing parallel parking

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Important

Comments:
Removing parallel parking in the proposed area does nothing for cyclist safety unless you are one of the few cyclists travelling south during the afternoon. Most cyclists travel south into the city in the morning when the clearways provide an ideal cycle lane. The real issue which is not being addressed is the north bound cyclists commute along Thorndon Quay beyond the proposed area. Specifically anywhere from the Fire station to where you have to cross over to access the East side cycle lane. The angled parking which often protrudes out into the road leaves cyclists no room and you either have to cycle far enough out in the road to avoid being backed into by an angle parked car or you risk getting squeezed by a bus or car. I can recall multiple times that cars have passed me within 1.5m and once a bus came past me so close that I could actually touch it!

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------------|----------|------------------|--------------------|
| Deighton Conder | Thorndon | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes

Comments:
I ride this route with my young children and consider the changes will improve safety.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Important

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| Des | Karori | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

the median is much wider than it needs to be here. It's relatively low speed traffic and the extra space could be assigned to reducing the door zone or even retaining angle parking

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

It's great to see provision for safe cycling being actively considered and anything that encourages an increase in cycling is to be welcomed - Wellington needs to be pedestrians first, cyclists next, then motorised transport

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------------------|---------|------------------|--------------------|
| Dominic Walton-France | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

I am a regular cyclist and I think these changes will improve safety for cyclists along Thornton Quay

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Making the roads safer for cycling means less cars on the road which is a win win for cyclists and motorists

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------------|---------|------------------|--------------------|
| Dr Derek Snelling | Newtown | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

As a doctor workign in wellington and a member of DAST I support all changes tottraffic movement and parkign that make a safer environment for cyclists. This proposal does that in the region described. The loss of angled carparks is a prioce that shoudl be paid to provide for an increasing number of people who are choosing to use cycling rather than motor cars as their mode of transport within the city.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

As above

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------------|------------|----------------------------------|--------------------|
| Dr Kirsten Matheson | Island Bay | Doctors for active, safe travel. | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

Roadside cycle lanes are no safer than what is already there. This looks like a very poor compromise.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

One of the biggest criticisms of cycling infrastructure is a "cycle lane to nowhere". In order for new cyclists to be encouraged, they need protected routes the entire length of their journey.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

The minimum width of the cycle lane is 1.6m. This is not wide enough to escape a car door being opened in front of you. Roadside cycle lanes do not encourage more users. If there's enough width for a median strip and parallel parking, there's enough space for a kerbside cycle way to protect riders.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------------|---------|-----------------------------------|--------------------|
| Dr Marion Leighton | Newtown | Doctors for Active Safe Transport | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Bike lanes are essential along Thorndon Quay but these proposals are still unsafe. They prioritise the parked car and make it likely any cyclist will be put at risk from motorists

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Cycling and moving about the city without a car is essential to our long term wellbeing. Individually and as a society. It is vital we plan the city with active transport at the forefront.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

This is a major corridor into the city with lots of cyclists and more to come. It must have a separated bike lane - with kerbs and no parked cars. This will not encourage novice cyclists and is still likely to injure all cyclists.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|-----------|------------------|--------------------|
| Dr Paul Glover | Roseneath | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

It is vital for cycling safety for this dangerous but vital route to be improved. The current plan though is lipstick on a pig! Compromise to the point of being another fiasco. For such a busy route could we have best practice ie a kerbside protected cycleway? Show Wellington an example of safe design

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Probably one of the busiest routes and thus vital for decongestion of reading. Also reduce greenhouse emissions

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|------------|---------|------------------|--------------------|
| Driver One | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

The flush median barrier is rarely used. Cars straddling the flush median will cause passing cars (same direction) to swerve into the cycle lane. I suggest removing the flush median. This will also allow the angle parking to stay. The risk from poor drivers attempting to parallel park would be similar to cars reversing from angle parks.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Higher volumes of people are cycling, especially when electric cycles are becoming very common.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

See my answer in 2 related to removing the painted median to prevent cars swerving into the cycle lane to go around cars straddling the median.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------|-----------|------------------|--------------------|
| Durden | Kilbirnie | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes, but with changes

Comments:

Bike lanes only during peak hours. Leave angled car park alone as is.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

100

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|------------|---------|------------------|--------------------|
| E Murashev | Wilton | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------|------------|------------------|--------------------|
| E Tuck | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes, but with changes

Comments:

I think there is plenty of space for cycle lanes without changing the parking from diagonal to parallel

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

lots of cyclists on the road and we need to protect them wherever possible

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------------|----------|------------------|--------------------|
| Elizabeth Campion | Thorndon | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

This looks very much like the failed experiment in Island Bay.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Looks like Island Bay all over again.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|----------------|----------------------|---------------------------|
| Emily | Owhiro Bay | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

No

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

No

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------------|---------|--|--------------------|
| Emma Sutherland | Newtown | Wellington Dance & Performing Arts Academy | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Although I am concerned that car parks will be reduced from 97 to 45, these parks are currently 10-hour parking used by car commuters, which are not prioritised by the WCC Parking Policy, which includes 6.1.1 Central Area - On-Street a. On-street parking is primarily to support retail and entertainment facilities, servicing for commercial and professional activities, community recreational facilities and events. Commuter parking and residents' parking are not a priority for on-street parking

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Car parking is crucial for my business. We have already been impacted by the creeping of more and more 10-hour parks towards our building, including the stretch directly outside our studio this year (which was an error rectified eventually by WCC). 10-hour parks are used by commuters, who often ignore the clearway (blocking the cycle path) as they arrive before 9am. They add nothing to the retail community on Thorndon Quay and add to traffic congestion. They arrive and leave at peak times, and are in direct conflict with commuting cyclists.

Please refer to the attached document on the following page(s) to support this submission.

Northern Connection Submission - Emma Sutherland - 19 March 2018

My name is Emma Sutherland and I run Wellington Dance Academy.

I support the proposal to add bike lanes to both sides on the Davis to Mulgrave part of Thorndon Quay.

Although I am concerned that car parks will be reduced from 97 to 45, these parks are currently 10-hour parking used by car commuters, which are not prioritised by the WCC Parking Policy, which includes 6.1.1 Central Area - On-Street a. *On-street parking is primarily to support retail and entertainment facilities, servicing for commercial and professional activities, community recreational facilities and events. Commuter parking and residents' parking are not a priority for on-street parking*

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However, 2-hour parking outside businesses is very important to sustain business and therefore building values and rates. We are already coping with parking fee increases, and the upcoming introduction of weekend parking fees (most retail or service businesses, including ours, are busiest on Saturdays).

I was disappointed during the working group process that local business parking needs were not considered as an input to the working document. Near the end of the process, a parking survey was commissioned but it was too late. The survey had not yet closed when the final options were chosen.

I encourage WCC to look at an alternative cycleway option on railyard or Aotea Quay, or use techniques to improve the existing cycle paths and clearway systems on Thorndon Quay. We fully support the clearway, and start classes and activities at 9.30am or 10.00am wherever possible to stop people parking in ignorance in the clearway.

I would like to emphasise that Thorndon Quay cannot have a cookie-cutter one size fits all approach. It is a long street with different activities and needs at different places.

We have recently invested significantly in our new purpose-built facility at 182 Thorndon Quay. This will ensure Wellington kids have a place to learn dance and performing arts for years to come. We did this using our own money, no funding from WCC or other sources. There are very few remaining places in Wellington suitable for the location of a dance studio (as WCC will know from its involvement with the Victoria Karori Campus community facilities and re-homing the Royal NZ Ballet this year). We were excited to make this investment, but will be ruined if parking is ever reduced on our stretch of Thorndon Quay.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------------|---------|------------------|--------------------|
| Emma Sutherland | Newtown | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Although I am concerned that car parks will be reduced from 97 to 45, these parks are currently 10-hour parking used by car commuters, which are not prioritised by the WCC Parking Policy, which includes 6.1.1 Central Area - On-Street a. On-street parking is primarily to support retail and entertainment facilities, servicing for commercial and professional activities, community recreational facilities and events. Commuter parking and residents' parking are not a priority for on-street parking

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

Thorndon Quay is already a wide flat street with a morning clearway.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Car parking is crucial for my business. We have already been impacted by the creeping of more and more 10-hour parks towards our building, including the stretch directly outside our studio this year (which was an error rectified eventually by WCC). 10-hour parks are used by commuters, who often ignore the clearway (blocking the cycle path) as they arrive before 9am. They add nothing to the retail community on Thorndon Quay and add to traffic congestion. They arrive and leave at peak times, and are in direct conflict with commuting cyclists. However, 2-hour parking outside businesses is very important to sustain business and therefore building values and rates. We are already coping with parking fee increases, and the upcoming introduction of weekend parking fees (most retail or service businesses, including ours, are busiest on Saturdays).

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I would like to emphasise that Thorndon Quay cannot have a cookie-cutter one size fits all approach. It is a long street with different activities and needs at different places.

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| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|---------|------------------|--------------------|
| Felix Marwick | Karori | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Just painting lanes on a road does nothing to promote safety. What's needed is a proper separated lane, particularly given how widely used the route is by commuters

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Cycle use is growing and should be promoted. Especially if "get Wellington moving" is to be more than just a feel good slogan.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Remove the angle parking and replace it with parallel. But, run a properly seperated cycle lane (ie with physical barriers that separate it from road and footpath) between parked cars and the footpath. Parking can be removed near bus stops to ensure clear lines of site for both cyclists, drivers, and pedestrians

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------------|------------|------------------|--------------------|
| Fiona Higginson | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

As a person who works on Thorndon Quay and using public transport is not an option as I use the parking between capitol gateway and VTNZ. This is the only all day parking area that is available close by. Cyclists can safely use the clearway between 7am and 9am. These parking spaces are also very well used and a usually filled up by 11am. What alternative parking solutions will you offer people?

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------|-----------|------------------|--------------------|
| Fiona Hodge | Northland | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Great to reduce angle parking.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------|------------|------------------|--------------------|
| Flavia | Island Bay | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

Too dangerous. Every car has a driver that needs to open a door.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Great area t shop but unreachable by less confident cyclists and door zone cycle lane will not help

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Put the cycle lane between car park and foot path

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------|-----------------|------------------|--------------------|
| Frances | Strathmore Park | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

I support improvements to cycleways but am hesitant about this solution, which increases the risk of being 'car doored'. In general I find cycling alongside parallel parks very anxiety provoking.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|---------|------------------|--------------------|
| G Hodgkinson | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Commuting to and from Lower Hutt by bike almost everyday for the last 10 years, I have never had any safety issues along this short section section. I suggest making these changes all the way to the motorway overbridge further north. This is the far more dangerous area.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

N/a

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

I'd suggest leaving Mulgrave nad Davis Street section as is and use the money to make changes from Davis to the Motorway Bridge instead

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|---------|------------------|--------------------|
| Gene Clendon | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

There is ample evidence (council electronic parking data) to show that there is an excess capacity of car parking spots, and that a much safer segregated two way cycle lane could be introduced *without* significant impact to businesses. *Correction to my earlier submission

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Thorndon Quay is a critical cycle route into Wellington, and has the potential for significant growth in cycling numbers and thus reduction in traffic congestion. Increasing cycling numbers also benefits the community as a whole with the improvements in personal health and the environment that cycling can bring.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

The removal of the deadly angle parking is a good first step. However, the proposed path is still not suitable for 7-70yr olds - and it needs to be, given the strategic location of this route.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------------|------------------|--------------------|
| Geoff | Crofton Downs | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes, but with changes

Comments:

Cycling north from Mulgrave Street could have a cycle lane, where two traffic lanes merge into one . Also a clearway 4:30pm-6:00pm for angle parking until Tinakori Road.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

It's how I cycle to work everyday.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Please refer to the attached document on the following page(s) to support this submission.



| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|------------|------------------|--------------------|
| Geoff | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

The existing clearway and parking is invaluable for people that work part time, especially around parents with school age children. All earlybird parking in the city is consumed by 0900, and public transport (sadly) eats into the time available for work. An interior lane as proposed does not increase safety for cyclists in any way, angle parking is arguably better as you can at least see the brakelights and reverse lights and not have a door just pop open in front of you. A much preferred option would be to do this properly, have a fully separated lane like the hutt road, possibly by negotiating 1-2M of railway land (nothing is ever on those sidings). As it is a clearway until 0900 anyhow, there is ample room for cyclists along the southbound stretch in the mornings which is peak time. As both a motorist and cyclist the status quo is preferable to this option.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

As a cyclist, I don't see how this proposal increases safety at all. Motorists are out to get cyclists regardless, and opening doors from cars southbound are an equal hazard to angle parking (I argue worse). Better to use the wide pavement as a shared access instead (reclaim a little bit of rail land)

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

This feels like a solution looking for a problem. A cheap and not thought out solution at that.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|----------|------------------|--------------------|
| George Sedaris | Hataitai | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

We need much safer paths for cyclists. Putting cyclists in a painted lane close to 50km/h traffic is not the answer. At least move the parked cars closer to the centre of the road, and have a painted cycle path between the parked cars and the curb. Even more radical move the curb out (to narrow the road), and reclaim that extra space as a proper seperated cycle lane. Good too see that crazy diagonal parking is being removed - so so unsafe for cyclists. Please ensure that at intersections and building exists, that there is a decent viewing aspect to see cyclists coming along the road (even if this means removing more parks). I fully support the removal of car parks - as using road space to store private vehicles, rather than to transport people just seems crazy! Just get on and do this change Council - it's your job we have healthy citizens (by more less cyclists and less polluting cars) and connected city spaces (by ensuring that cycleways link up over the entire city, instead of a piecemeal random approach).

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

We need to have a city with connected cycle ways for cyclists - build them and there will be cyclists on the road, and ironically less people driving cars to travel short distances (as that is the only real safe choice at the moment).

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Converting parking spaces to additional transport options such as (protected) cycleways for Wellington citizens can only be a good reuse of the roadway - using it for parking cars was crazy!

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|------------|------------------|--------------------|
| Gerald Pecover | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Ideally this change is a step towards seeing priority given to public transport, taxis, cyclists and pedestrians over private vehicles, especially during peak hours.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

None

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--|----------|------------------|--------------------|
| Giles Pearson FCA and Dr Caroline McElnay | Thorndon | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Not answered

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not answered

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

We are residents in Stadium Gardens on Thorndon Quay, within the affected area. We use our apartment mainly during the week, mostly arriving in Wellington by public transport but sometimes by car. The apartment we own does not have a car park. Accepting this proposal is likely to proceed we would note that:

1. This section of Thorndon Quay is actually quite safe for cyclists - certainly more safe than areas further north where there is more commercial activity

2. Provision for 'all day' parking in this area is extremely limited. The current all day parks are always full during the day. Many of the businesses in the area have staff who move their cars at 9am (when the clearway ends)

3. The existing layout of the road would allow the bike lanes if the hatched median area was removed (not sure what purpose it achieves - probably there because the road is actually quite wide anyway?)

4. Pedestrian crossing which 'butt' in to the road will need to be changed In relation to our own position we purchased the apartment knowing that it did not come with car parking. There are about 1/3rd of the 90 apartments in the same position. Presumably this was approved by Council at the time and likely that proximate all day parking was taken in to account? The only reasonably close alternatives are a couple of small Wilson Parking lots on the west side of Thorndon Quay - but these are always full already. In our view some concession is needed for residents of the area who have no parking similar to 'Residents Parking Zones' that already exist in most inner suburbs (and apply just around the corner in Davis St).

Please refer to the attached document on the following page(s) to support this submission.

Apartment 214 / 107 Thorndon Quay (Stadium Gardens)

Wellington 6011

Submission on Bike Lane Proposal – Davis to Mulgrave Sts

We are residents in Stadium Gardens on Thorndon Quay, within the affected area. We use our apartment mainly during the week, mostly arriving in Wellington by public transport but sometimes by car. The apartment we own does not have a car park.

Accepting this proposal is likely to proceed we would note that:

1. This section of Thorndon Quay is actually quite safe for cyclists – certainly more safe than areas further north where there is more commercial activity
2. Provision for 'all day' parking in this area is extremely limited. The current all day parks are always full during the day. Many of the businesses in the area have staff who move their cars at 9am (when the clearway ends)
3. The existing layout of the road would allow the bike lanes if the hatched median area was removed (not sure what purpose it achieves – probably there because the road is actually quite wide anyway?)
4. Pedestrian crossing which 'butt' in to the road will need to be changed

In relation to our own position we purchased the apartment knowing that it did not come with car parking. There are about 1/3rd of the 90 apartments in the same position. Presumably this was approved by Council at the time – and likely that proximate all day parking was taken in to account? The only reasonably close alternatives are a couple of small Wilson Parking lots on the west side of Thorndon Quay – but these are always full already. In our view some concession is needed for residents of the area who have no parking – similar to 'Residents Parking Zones' that already exist in most inner suburbs (and apply just around the corner in Davis St).

Your sincerely

Giles Pearson FCA, Dr Caroline McElnay

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------|------------|------------------|--------------------|
| Gill Gray | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

I still think people will open car doors onto riders though. The only way to avoid this is having no parking south in the morning and no parking north in the evening from about 4.30 pm

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Also good to encourage more riders and less vehicles

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

As per comments above. No parking north and south at different times on the day will avoid door opening and cars pulling in and out because this will still happen.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------------|---------|------------------|--------------------|
| Glenda McCallum | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

The angle car parks need to be removed as they are very unsafe for cyclists. Many cars are too long for them, forcing cyclists out into the traffic, often without warning.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

There is an enormous increase in the number of cyclists of all skill levels using the cyclepath as a daily commute. As the frustrations of being stuck in traffic jams or waiting on train delays increase, many people see cycling as a healthy, affordable alternative. As the cost of electric bikes comes down, more and more people will join the ever increasing number of cyclists.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

This section of Thorndon Quay is treacherous! The combination of angle car parks, long vehicles that don't fit in those carparks, and sometimes trades vehicles with timber etc extending beyond the back of the vehicle makes this area high risk. Then there's the need to get into the centre lane for right turning into Bunny St, as well as buses pulling in and out of bus stops. The combination of all these things makes this section of road very unsafe. There is no room for error for cyclists along here.

Thorndon Quay consultation
Submission

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| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------------|----------|------------------|--------------------|
| Grace Habershon | Brooklyn | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

121

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------|---------|------------------|--------------------|
| Graham | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------|------------|------------------|--------------------|
| Hamish | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

I would prefer that the cycleway be either integrated with the footpath or have more substantial buffer. This is a primary arterial road with regular buses. Cyclists require higher protection

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|------------------|---------|------------------|--------------------|
| Hamish Armsrtong | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

I think the council should consider where they can keep angled parks and reduce the space between the lanes, remove the island.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

I think most of this road, both directions provides a lot of space for cyclists.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

I think a greater problem are the angle parks north of Davis street on the hill side, it is very difficult for drivers to see cyclists when they are pulling out.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|-----------|------------------|--------------------|
| Hamish Gordon | Northland | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

I support the parking being changed from angle to parallel parking. Angle parking creates a real hazard to both cyclists and other drivers on the road when people are parking or looking for a park.

Thorndon Quay consultation
Submission

125

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|------------|------------------|--------------------|
| Harriet Dyer | Island Bay | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

A separated cycleway would be safer.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Why is there such a large median strip? How fast is the traffic - often when I am down there in my car I see terrible driving - usually vans over taking slower traffic. Also the angle parking is always dangerous for everybody with near misses often.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------------|---------|------------------|--------------------|
| Hayden Eastmond-Mein | Melrose | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Building cycle lanes in the car door zone is irresponsible and far from best practice in 2018. This is a wide road corridor with more than enough space for separated cycle lanes, even as an interim measure.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Despite relatively high numbers of cyclists, Wellington is lagging badly behind other cities in NZ when it comes to cycling infrastructure. Wellington's narrow streets and challenging weather make safe infrastructure even more crucial.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Put the cycleway on the outside of parked cars, and physically separate it.

Thorndon Quay consultation
Submission

127

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|------------------|---------|------------------|--------------------|
| Hazel Sutherland | Newtown | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

We are very concern for our ballet studio, parking and safe crossing are important. They are so few cyclists after morning rush, less than in our one dance studio.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

We need safer crossings

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|----------|------------------|--------------------|
| Heather Joines | Thorndon | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

I live on Thorndon Quay and walk it every morning. With better enforcement of the current clear ways, there is no need to remove any parking. This parking is heavily utilised during the week and on weekends particularly when there are games at the stadium.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

Enforcement of current clear ways will increase safety for cyclists

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Wellington is a great inclusive city. Better enforcement of what is already in place, along with people paying attention to their environment will achieve the desired outcome.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--|--------------|-------------------------------------|--------------------|
| Helen Chapman, Greater Wellington Regional Council | Not answered | Greater Wellington Regional Council | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Not answered

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not answered

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

GWRC supports improvements for cyclists on Thorndon Quay as this is an important commuter route that forms part of the strategic cycle network and will link the proposed Petone to Ngauranga cycleway through to the CBD. We acknowledge that these are interim solutions until there is greater clarity about any changes that will be made to this corridor as part of the Ngauranga to Airport 'Let's get Wellington Moving Programme. We are happy to see that angle parking has been removed and replaced with parallel parking that doesn't require motorists to reverse out across the cycleway. It is good to see the timing of parking has been reviewed to ensure this is supporting the use of the Thorndon gateway area. Cycle lanes GWRC supports having cycle lanes along both sides of the road and advance stop boxes for south bound traffic. However, it is unclear what buffer is proposed between car doors and the cycle lanes. From the plans available there doesn't appear to be any buffer zone. GWRC suggests that an increased buffer zone be considered to protect cyclists. In the current proposals it appears that the northbound cycleway starts after the slip road from Mulgrave Street. As this is currently an area of conflict with high numbers of buses using this road to enter and exit from the Lambton interchange we believe further consideration is required to identify the appropriate treatment for this location to provide safe and attractive cycling infrastructure. Bus stops GWRC has serious concerns about conflict between cyclists and buses on this stretch of Thorndon Quay and is concerned that these are not fully addressed in this proposal. The traffic resolution appears to reduce the legal length of the bus stops outside Capital Gateway and City Fitness from 23m to 15m as part of this traffic resolution. This is inadequate for safe operation of bus services in this area. There are already operational issues for buses using these stops. Northbound buses partially obstruct the road due to the lack of adequate entry and exit tapers to the bus stop and there is queuing at peak times due to the number of buses using this stop. Entry to the south bound stop outside Capital Gateway is partially obstructed by the kerb build-out at the pedestrian crossing. South bound Buses are currently pulling into car parking ahead of the stop to pick up and drop off passengers as they cannot safely enter the stop. Unless stops are lengthened, and adequate entry and exit tapers available buses will face serious operational issues in using these stops and may obstruct the cycleway. Improvements to the bus stops could be achieved by removing two car parking spaces. There are also concerns with buses needing to cross the cycleway when entering and exiting stops and when turning into the Lambton interchange. It is unclear how this conflict will be managed with increasing

cyclists and more frequent bus services. GWRC would like to work with WCC officers to resolve these issues before construction of the cycleway begins.

Please refer to the attached document on the following page(s) to support this submission.

19 March 2018

Wellington City Council
Freepost 2199
PO Box 2199
Wellington 6140

Dear Sir/Madam

Traffic resolutions to enable cycleway development on Oriental Parade, Thorndon Quay, and Evans Bay Parade – Rongotai Road

Thank you for the opportunity to make this submission in relation to the proposed Traffic Resolutions for the Oriental Parade, Thorndon Quay and Evans Bay Parade – Rongotai Road cycleways. This submission complements previous comments and work with Wellington City Council (WCC) officers during the development of these proposals.

Greater Wellington Regional Council (GWRC) supports the development of high quality cycling facilities in Wellington. Providing a network of safe and attractive walking and cycling facilities, and improving integration with public transport services, stops and stations are identified as key areas for improvement in the Wellington Regional Land Transport Plan 2015 (RLTP).

We understand that the intention of the wider programme of cycleway development is to gradually develop a citywide network with facilities that will be safer and more appealing to less confident riders – the ‘interested but concerned’ people who research has indicated would cycle if safe infrastructure was available. We support this intention as it will help to deliver the RLTP vision ‘To deliver a safe, effective and efficient land transport network that supports the region’s economic prosperity in a way that is environmentally and socially sustainable’.

An important consideration in developing cycling facilities’ is how they connect to other existing and planned facilities, and safety for all users of the transport system. For cyclists to feel safe and confident using the cycleway network consistent and legible infrastructure is important.

Please find attached officers submissions made on behalf of Greater Wellington Regional Council in relation to the consultation on the following traffic resolutions:

- TR 29-18 Evans Bay Parade, Rongotai Road, Bay Road (Kilbirnie) new cycleway and new bus hub
- TR 30-18 Oriental Parade two-way cycle path and removal of a bus stop between Herd Street and Freyberg pool

- TR 31-18 Thorndon Quay cycle lanes and associated parking changes between Davis Street and Mulgrave Street

If you have any questions please feel free to contact me by email at helen.chapman@gw.govt.nz.

Yours sincerely

Helen Chapman

Senior Transport Planner, Regional Transport Planning, Strategy Group
Greater Wellington Regional Council

TR 29 -18 Evans Bay Parade, Rongotai Road, Bay Road (Kilbirnie) new cycleway and new bus hub

GWRC supports the proposal to have a fully separate two way cycleway along Evans Bay Parade between Cobham Drive and Kilbirnie Crescent. Having this separated from pedestrians with a raised buffer between cyclists and traffic will ensure the safety of less confident cyclists, including school students who may use these routes.

The two cycle paths going behind the bus stops on Evans Bay Parade outside KFC are supported, although possible conflicts between bus passengers and cyclists will need to be monitored as at peak times there will be buses using these stops every 2-3 minutes. The new cyclist crossing at the Onepu Road, Rongotai road and Evans Bay Parade intersection will enable cyclists to safely access this new section of cycleway. Advance stop boxes at this intersection are also supported.

Consideration is needed as to how the cycleway will link from the cycleway outside KFC to the cycleway on the St Patricks College side of Evans Bay Parade headed towards Cobham Drive. Intersection improvements, such as a special cycle crossing or signal phase at the intersection of Bay Road, Evans Bay Parade and Kilbirnie Crescent may also be required.

The sharrows on the slip road off Evans Bay Parade will be very helpful in warning road users to expect people on bikes, however we have some concerns about having angle parking on this slip road. Cars backing out of angle parking may not be able to see cyclists using the slip road, posing a potential safety hazard. The preference would be for parallel parking on one side only if parking is retained here as this is safer and easier for motorists to see cyclists coming.

While GWRC supports these cycling infrastructure improvements, they need to be connected to a wider network of cycleways to fully realise their benefits. To achieve this, upgrades to the intersection with Cobham Drive and improvements within the Kilbirnie town Centre, and other key streets are required. GWRC looks forward to seeing the wider proposals for Kilbirnie and working with WCC to continue improving Wellington's transport network.

TR 30-18 Submission on Oriental Parade two-way cycle path and removal of a bus stop between Herd Street and Freyberg pool

GWRC supports the removal of the Herd Street bus stop (Stop no 6513) as this forms part of changes to the Wellington public transport services that will be implemented in July 2018.

It is good to see separation of cyclists and pedestrians proposed for this section of road, a clear buffer between the parked cars and cyclists. GWRC supports improving provisions for cyclists on this section of Oriental Parade.

GWRC opposes retaining angle parking along this section of Oriental Parade. Angle parks are less safe than parallel parks as cars backing out have less visibility of other traffic, including faster cyclists who may continue to use the road instead of the cycle way. In addition longer vehicles such as campers or utes may partially obstruct the roadway. GWRC believes that parallel parking would be a safer alternative for this section of Oriental Parade.

While the upgrades proposed are good, connectivity of infrastructure is a key part of encouraging people to cycle. We are concerned about how this section of cycleway will connect to other infrastructure to the east and west.

The current shared path around Oriental Parade between Freyberg pool and Carlton Gore Road does not operate effectively as a shared path due to high pedestrian volumes and frequent events (e.g. Splash and Dash series). Currently there is also an issue with café tables partially blocking the path outside Freyberg Pool. It is unclear how this will be addressed as part of the cycleway development. A smooth transition between sections of cycleway and improved separation of cyclists and pedestrians along the full length of Oriental Parade is needed to realise the benefits of the Herd Street to Freyberg section enabled by this traffic resolution.

To the west cyclists wishing to continue past Herd Street towards Kent Terrace and Courtenay Place will have to cross the flow of oncoming traffic. Currently no provision has been proposed to enable cyclists to safely get across the oncoming traffic. This will deter less confident cyclists from using this route to access destinations to the west. More confident cyclists are likely to continue using the road. The safety risks on the road may be increased due to the narrower lanes proposed to enable the retention of angle parking.

TR 31 -18 Submission Thorndon Quay cycle lanes and associated parking changes between Davis Street and Mulgrave Street

GWRC supports improvements for cyclists on Thorndon Quay as this is an important commuter route that forms part of the strategic cycle network and will link the proposed Petone to Ngauranga cycleway through to the CBD. We acknowledge that these are interim solutions until there is greater clarity about any changes that will be made to this corridor as part of the Ngauranga to Airport – Let's get Wellington Moving Programme.

We are happy to see that angle parking has been removed and replaced with parallel parking that doesn't require motorists to reverse out across the cycleway. It is good to see the timing of parking has been reviewed to ensure this is supporting the use of the Thorndon gateway area.

Cycle lanes

GWRC supports having cycle lanes along both sides of the road and advance stop boxes for south bound traffic. However, it is unclear what buffer is proposed between car doors and the cycle lanes. From the plans available there doesn't appear to be any buffer zone. GWRC suggests that an increased buffer zone be considered to protect cyclists.

In the current proposals it appears that the northbound cycleway starts after the slip road from Mulgrave Street. As this is currently an area of conflict with high numbers of buses using this road to enter and exit from the Lambton interchange we believe further consideration is required to identify the appropriate treatment for this location to provide safe and attractive cycling infrastructure.

Bus stops

GWRC has serious concerns about conflict between cyclists and buses on this stretch of Thorndon Quay and is concerned that these are not fully addressed in this proposal.

The traffic resolution appears to reduce the legal length of the bus stops outside Capital Gateway and City Fitness from 23m to 15m as part of this traffic resolution. This is inadequate for safe operation of bus services in this area.

There are already operational issues for buses using these stops. Northbound buses partially obstruct the road due to the lack of adequate entry and exit tapers to the bus stop and there is queuing at peak times due to the number of buses using this stop. Entry to the south bound stop outside Capital Gateway is partially obstructed by the kerb build-out at the pedestrian crossing. South bound Buses are currently pulling into car parking ahead of the stop to pick up and drop off passengers as they cannot safely enter the stop. Unless stops are lengthened, and adequate entry and exit tapers available buses will face serious operational issues in using these stops and may obstruct the cycleway. Improvements to the bus stops could be achieved by removing two car parking spaces.

There are also concerns with buses needing to cross the cycleway when entering and exiting stops and when turning into the Lambton interchange. It is unclear how this conflict will be managed with increasing cyclists and more frequent bus services. GWRC would like to work with WCC officers to resolve these issues before construction of the cycleway begins.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|------------------|--------------|------------------|--------------------|
| Helen Wharehinga | Johnsonville | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

Re: Thorndon Quay between Davis Street and Mulgrave Street This submission opposes the proposed changes to the parking and cycleway between Thorndon Quay and Mulgrave Street, for the following reasons: 1. The evidence of a problem for cyclists in this area has not been clearly described, and there are more significant safety problems elsewhere on Thorndon Quay; 2. Reducing the parking time limit from 10 hours to two hours will have a significant impact on a specific group of parking users, who have few or no realistic alternative options, contributing to the discrimination against workers who commute by car by necessity due to child care responsibilities and part time work in the city; and 3.

There has been inadequate consultation. I am making this submission as an individual. If there is an opportunity, I would like to be heard in relation to this submission. Introduction I work part time in Featherston Street, travelling into the city 2-4 days per week during school hours (9:00am -3:00pm) as I have four young children. I usually drive at park in this parking zone. I have cycled, and occasionally catch the bus, however these options are not logistically possible for me most days, as I rush between school, daycare (Kohanga Reo) and work, trying to maximise my office time as a part-timer. I am pro-cycling, and making Wellington a safer place to cycle. My husband has regularly (3-5 days per week) cycle commuted for 5 years along this route, and I have cycle-commuted the route myself recently. We do not have any issues or concerns with the safety of this part of the route. However cycling is not an option for all people or circumstances, and Wellington City Council also has a role in ensuring fair and reasonable access to reasonably priced parking for groups such as part-time working parents. I do not believe this responsibility has been considered in the proposal. 1. The evidence of a problem for cyclists in this area has not been clearly described, and there are more significant safety problems elsewhere on Thorndon Quay. i. There is no description or analysis to be found of how the proposal will improve safety for cyclists, road users, pedestrians, or anyone. ii. The crash history maps and analysis in the Opus report provided in the background documents on the website (Northern Connection Thorndon Draft Issues Paper March 2017 Version 1), show no record of cyclist crashes along this stretch of road, in the period studied (2011-2015). iii. The unnumbered pie graph on page 29 shows that approximately 1/8th of the crashes in the area (2011-2015) involved cyclists. The deeper analysis on page 30 - DOES NOT DESCRIBE ANY crashes involving cyclists specifically in the area proposed for change. The crashes described as happening on 'Thorndon Quay' do not say where on the Quay. The crash map suggests two or three were in the area, but these are not specifically described in terms of time or cause, or how the proposal would prevent them in the future. iv. The road in this area is already wide. My husband has cycle commuted this route regularly (3-5 days per week) for the past 7 years. Sometimes he travels this stretch before 9:00am when the clearway is operating, and sometimes after 9:00am when it is not. He also cycles home (Northbound) at peak time. He has never had an issue or witnessed any accidents or near-misses on this part of the road. v. The cycling numbers in the report are for 'peak' time, which is when the clearway is operating, and therefore cyclists already have plenty of room, as this lane is used by busses and few cars. The proposed plan is said to make the route safer for cyclists, but it will really make no difference for the morning peak commuter cyclists, as they already have plenty of road. vi.

Making the parking parallel rather than angle, would surely increase the risk of door-opening (onto cyclist) accidents. There is no evidence of 'backing out' accidents in the report, however 'door opening' accidents are reported (on another section of the route). The justification for changing the parking to a higher risk configuration (as demonstrated by the evidence presented in the report) is not explained in the proposal. vii. On the other hand, the stretch of Thorndon quay between Davis Street and Tinakori Road shows 6 crashes. There is no explanation as to why this stretch is not a greater

priority. Is it because this stretch would be more difficult to address, and retailers would object, therefore WCC are taking the 'easy' but less effective option of focusing on the later stretch? 2. Reducing the parking time limit from 10 hours to two hours will have a significant impact on a specific group of parking users, who have few or no realistic alternative options, contributing to the discrimination against workers who commute by car by necessity due to child care responsibilities and part time work in the city. i.

There are no alternative, reasonably priced, accessible parking options for commuters who work part time in the city, who start work later than 'earlybird' day rates provide for. ii. It is understandable that private parking providers want to ensure their carparks are full, so there is little incentive for them to provide 'day rates' that start after 9:00am. Therefore WCC should continue to provide this facility. iii. It is discriminatory for some commuters to have access to cheaper rates but not others, based on the time they start work. iv. Lack of options for workers starting later in the day discourages a staggered 'peak' commuting period, adding to congestion at the peak time. v. The tables on page 57 of the report, and my own observation (of cars with child car seats in them, and of many people departing the parks at around 2:30pm, for example) suggest that part-time worker commuters make up a large majority of the users of these parks. vi. Often public transport is not practical for these workers, as kids needing to be taken to various preschools and schools are not necessarily on a connected public transport route, or the routes operate only on peak times. vii. Even if there is a public transport option, much of a part-time working day would be consumed by taking that option, so it is not a practical. My own personal example is that my son attends the only Kohanga Reo preschool on this side of Wellington - in Ngaio. But I live in Johnsonville and also have children in Johnsonville and Raroa schools. I cannot collect my son in Ngaio and other children in Johnsonville in a timely manner as it would take me more than an hour to take a train, make a stop in Ngaio, re-walk 12 mins to the Kohanga, re-embark the train then travel to Johnsonville. I would not have enough time in the city to complete my working day using this option. i. Part-time working parents contribute to the city the economy by the work they do as well as by eating at the cafés and shopping in the city on the days they work there. Part time work is important for maintaining the careers of the main family carer during the years that they have that responsibility, and supporting their families financially, while still being there for their children before and after school, taking them to sports and activities which also contribute to the wellington economy, social fabric, and wellbeing of young citizens. ii. I could not find any justification in the documents for reducing the 10 hour parking limit to 2 hours. 3. There has been inadequate consultation i. This came to my attention through a "Stuff" online news article. I also saw one newspaper ad. The ad was buried this consultation notice under that of the Oriental Bay consultation (and used only a photo of Oriental Bay). ii. On Thursday 15th March I stood and spoke to commuters as they parked in the area between 9:00 and 9:15am. None of them were aware of the proposal. Some were shocked to hear of it. iii. The report noted that affected retailers in the area had been spoken to and were supportive or indifferent about the proposal to change the parking. However it is not shoppers that use these parks. It appears no attempt was made to directly notify the affected carpark users of the proposal. iv. It is my opinion and observation that the notice provided by the council was inadequate to ensure that the affected users, i.e. those parking at the site, were aware of the proposal and had the opportunity to provide feedback.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not answered

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Please refer to the attached document on the following page(s) to support this submission.

Helen Wharehinga
14 Clifford Road,
Johnsonville
Wellington
Phone 021 348 948
Email: helen.wharehinga@gmail.com

18 March 2018

Thorndon Quay Biking Connections Consultation (114),
Wellington City Council,
Wellington
transport@wcc.govt.nz

To whom it may concern,

Re: Thorndon Quay between Davis Street and Mulgrave Street

This submission **opposes** the proposed changes to the parking and cycleway between Thorndon Quay and Mulgrave Street, for the following reasons:

1. The evidence of a problem for cyclists in this area has not been clearly described, and there are more significant safety problems elsewhere on Thorndon Quay;
2. Reducing the parking time limit from 10 hours to two hours will have a significant impact on a specific group of parking users, who have few or no realistic alternative options, contributing to the discrimination against workers who commute by car by necessity due to child care responsibilities and part time work in the city; and
3. There has been inadequate consultation.

I am making this submission as an individual. If there is an opportunity, I would like to be heard in relation to this submission.

Introduction

I work part time in Featherston Street, travelling into the city 2-4 days per week during school hours (9:00am -3:00pm) as I have four young children. I usually drive at park in this parking zone. I have cycled, and occasionally catch the bus, however these options are not logistically possible for me most days, as I rush between school, daycare (Kohanga Reo) and work, trying to maximise my office time as a part-timer.

I am pro-cycling, and making Wellington a safer place to cycle. My husband has regularly (3-5 days per week) cycle commuted for 5 years along this route, and I have cycle-commuted the route myself recently. We do not have any issues or concerns with the safety of this part of the route.

However cycling is not an option for all people or circumstances, and Wellington City Council also has a role in ensuring fair and reasonable access to reasonably priced parking for groups such as part-time working parents. I do not believe this responsibility has been considered in the proposal.

1. The evidence of a problem for cyclists in this area has not been clearly described, and there are more significant safety problems elsewhere on Thorndon Quay.

- i. There is no description or analysis to be found of how the proposal will improve safety for cyclists, road users, pedestrians, or anyone.
- ii. The crash history maps and analysis in the Opus report provided in the background documents on the website (*Northern Connection – Thorndon Draft Issues Paper March 2017 Version 1*), show no record of cyclist crashes along this stretch of road, in the period studied (2011-2015).
- iii. The unnumbered pie graph on page 29 shows that approximately 1/8th of the crashes in the area (2011-2015) involved cyclists. The deeper analysis on page 30 - DOES NOT DESCRIBE ANY crashes involving cyclists specifically in the area proposed for change. The crashes described as happening on “Thorndon Quay” do not say where on the Quay. The crash map suggests two or three were in the area, but these are not specifically described in terms of time or cause, or how the proposal would prevent them in the future.
- iv. The road in this area is already wide. My husband has cycle commuted this route regularly (3-5 days per week) for the past 7 years. Sometimes he travels this stretch before 9:00am when the clearway is operating, and sometimes after 9:00am when it is not. He also cycles home (Northbound) at peak time. He has never had an issue or witnessed any accidents or near-misses on this part of the road.
- v. The cycling numbers in the report are for “peak” time, which is when the clearway is operating, and therefore cyclists already have plenty of room, as this lane is used by busses and few cars. The proposed plan is said to make the route safer for cyclists, but it will really make no difference for the morning peak commuter cyclists, as they already have plenty of road.
- vi. Making the parking parallel rather than angle, would surely increase the risk of door-opening (onto cyclist) accidents. There is no evidence of “backing out” accidents in the report, however “door opening” accidents are reported (on another section of the route). The justification for changing the parking to a higher risk configuration (as demonstrated by the evidence presented in the report) is not explained in the proposal.
- vii. On the other hand, the stretch of Thorndon quay between Davis Street and Tinakori Road shows 6 crashes. There is no explanation as to why this stretch is not a greater priority. Is it because this stretch would be more difficult to address, and retailers would object, therefore WCC are taking the “easy” but less effective option of focusing on the later stretch?

2. Reducing the parking time limit from 10 hours to two hours will have a significant impact on a specific group of parking users, who have few or no realistic alternative options, contributing to the discrimination against workers who commute by car by necessity due to child care responsibilities and part time work in the city.

- i. There are no alternative, reasonably priced, accessible parking options for commuters who work part time in the city, who start work later than “earlybird” day rates provide for.
- ii. It is understandable that private parking providers want to ensure their carparks are full, so there is little incentive for them to provide “day rates” that start after 9:00am. Therefore WCC should continue to provide this facility.
- iii. It is discriminatory for some commuters to have access to cheaper rates but not others, based on the time they start work.

- iv. Lack of options for workers starting later in the day discourages a staggered “peak” commuting period, adding to congestion at the peak time.
- v. The tables on page 57 of the report, and my own observation (of cars with child car seats in them, and of many people departing the parks at around 2:30pm, for example) suggest that part-time worker commuters make up a large majority of the users of these parks.
- vi. Often public transport is not practical for these workers, as kids needing to be taken to various preschools and schools are not necessarily on a connected public transport route, or the routes operate only on peak times.
- vii. Even if there is a public transport option, much of a part-time working day would be consumed by taking that option, so it is not a practical. My own personal example is that my son attends the only Kohanga Reo preschool on this side of Wellington – in Ngaio. But I live in Johnsonville and also have children in Johnsonville and Raroa schools. I cannot collect my son in Ngaio and other children in Johnsonville in a timely manner as it would take me more than an hour to take a train, make a stop in Ngaio, re-walk 12 mins to the Kohanga, re-embark the train then travel to Johnsonville. I would not have enough time in the city to complete my working day using this option.
- i. Part-time working parents contribute to the city the economy by the work they do as well as by eating at the cafés and shopping in the city on the days they work there. Part time work is important for maintaining the careers of the main family carer during the years that they have that responsibility, and supporting their families financially, while still being “there” for their children before and after school, taking them to sports and activities which also contribute to the wellington economy, social fabric, and wellbeing of young citizens.
- ii. I could not find any justification in the documents for reducing the 10 hour parking limit to 2 hours.

3. There has been inadequate consultation

- i. This came to my attention through a "Stuff" online news article. I also saw one newspaper ad. The ad buried this consultation notice under that of the Oriental Bay consultation (and used only a photo of Oriental Bay).
- ii. On Thursday 15th March I stood and spoke to commuters as they parked in the area between 9:00 and 9:15am. None of them were aware of the proposal. Some were shocked to hear of it.
- iii. The report noted that affected retailers in the area had been spoken to and were supportive or indifferent about the proposal to change the parking. However it is not shoppers that use these parks. It appears no attempt was made to directly notify the affected carpark users of the proposal.
- iv. It is my opinion and observation that the notice provided by the council was inadequate to ensure that the affected users, i.e. those parking at the site, were aware of the proposal and had the opportunity to provide feedback.
- v.

Yours Sincerely,

Helen Wharehinga

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|------------|------------------|--------------------|
| Henry | Mornington | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

It's unclear why WCC doesn't want to implement the safer option of curb side cycleways. Why not do it once and do it properly? Unprotected cycle lanes will not help people new to cycling feel safe.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------------|----------|------------------|--------------------|
| Howard Fontaine | Thorndon | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Too much emphasis on cars and not enough on cycle safety. Cars reversing from parallel parks are a real hazard for riders

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

In Hamilton City cycleways are topped with green chip. This makes for a very attractive cycleway, is very obvious, and defines the cycleway area very well. See attached photo

Please refer to the attached document on the following page(s) to support this submission.



| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------------|------------|------------------|--------------------|
| Howard Markland | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

The proposed approach will be an improvement to cycle safety, and support the principle of encouraging sustainable transport modes by reducing inner city casual parking. However, there may be a compromise where the angled parking is retained, but not available during peak hours (i.e. when the clearway is operating). This could be signified using dotted lines to denote parking bays.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

Road rights in this area are not very clear. Bikes overtake on the inside at wide parts, cars enter the cycle area to get past stopped traffic.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Please do not leave the parking stranded by putting a bike lane beside the pavement - frustrating for all involved. It is particularly dangerous where passengers open their door without looking behind (as they dont normally have to do this)

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|------------|------------------|--------------------|
| Hugh McGuire | Mount Cook | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Parallel parking will make a difference because motorists can use mirrors on drivers door. But with children, they'll have to asked to use the left door to eject themselves as always. However, if other passengers use the right door, they'll have to be signalled by the driver.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

A lot of cyclists would use roads but only on dedicated cycleways.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------------|---------|--------------------|--------------------|
| Hutt Cycle Network | Other | Hutt Cycle Network | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not answered

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Please refer to the attached document on the following page(s) to support this submission.



Submission on the Hutt Rd Cycle Path and Associated Plans

March 2018

By Dr David Tripp, on behalf of the Hutt Cycle Network.

We ask to comment orally on our submission.

Executive Summary

A high-quality cycle corridor from the Hutt Valley and northern suburbs of Wellington into the Wellington CBD is a vision shared by all parties. Its huge benefits include reduced parking demand in Wellington, reduced congestion, halving the cancer risk of people who take up cycling, and reducing CO2 emissions, all at a minimal cost compared to other transport options.

Thorndon Quay is a pivotal “missing link” in this corridor. It is a hostile environment for cycling, being:

- Dangerous, *with cyclists being involved in 23% of reported crashes*, with the clear majority of cyclists involved being injured; and
- Perceived as dangerous, hindering increased use which would be beneficial for both motorists and those who cycle.

Despite already being the busiest cycle route in Wellington, there is huge latent demand. 0.9% of people commuting through the Hutt Valley to Wellington corridor currently bike – compared to 7% mode share in Christchurch. Just a modest increase in mode share could free up 1,000 extra car parks each day in Wellington.

The key issue on Thorndon Quay is the availability of parking for local businesses. Accurate and detailed electronic parking data show:

- A significantly underutilised parking resource – at peak times, only 50% of the P120 car parks between Davis St and Tinakori Rd are occupied (2017 data, weekdays only, excludes public holidays).
- Significant on road parking is allocated to long stay parks – 6% of vehicles park for longer than 4 hours but take 39% of the parking resource. This is a major arterial route but is being used as a parking lot.

A bi-directional cycle path could be accommodated on the southbound road-side of Thorndon Quay. Despite the parks lost, 25% of P120 car parks would still be empty at peak times.

There is room for both ample parking and a high-quality cycle corridor on Thorndon Quay.

Aotea Quay is recommended by Council as an alternative. This route is untested, certainly more expensive, and subject to substantial uncertainty and delay. It is unlikely to be the preferred route for cyclists and would still leave the critical safety issues on Thorndon Quay to be addressed.

The proposals on the table for Thorndon Quay demonstrate a poor process and a poor outcome. Cancelling the community engagement process after closed door meetings with the business community, and ignoring real data, has:

- Denied councillors the opportunity to assess the pros and cons of different options;
- Undermined confidence in and energy for future engagement processes; and
- Made future cycle developments more difficult: few situations will be as easy as Thorndon Quay to accommodate business concerns. Yet Council has crumbled at the first hurdle.

There is much at stake here – the health of your people, the congestion on your roads, and how you do democracy in Wellington.

The changes proposed by council do a disservice to all these.

About the Hutt Cycle Network

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

We are submitting on the Thorndon Quay Cycle Path Consultation because many Hutt residents work in – and cycle to – Wellington on a daily basis.

Health Benefits of Active Transport

A recent 5-year prospective study of over 250,000 people (median age 52)¹, published in the British Medical Journal, found cycling reduced:

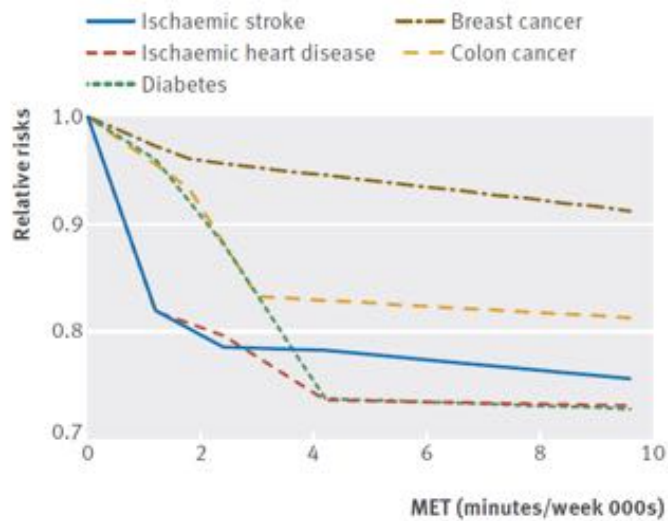
- The risk of all-cause mortality by 41%
- The risk of any cancer by 45%
- The risk of cardiovascular disease by 46%

Commenting on this study, the Guardian said, “If a magic pill were invented that could generate all of these benefits, we would be falling over ourselves to buy it.”²

¹ Celis-Morales CA, Lyall DM, Welsh P, et al. Association between active commuting and incident cardiovascular disease, cancer, and mortality: prospective cohort study. *BMJ* 2017;357:j1456. doi: 10.1136/bmj.j1456

² <https://www.theguardian.com/environment/bike-blog/2017/apr/20/its-good-to-hear-cycling-to-work-reduces-your-risk-of-dying-but-thats-not-why-i-do-it>

A summary of 174 individual studies have given us insight into how the risk of cancer, diabetes, and ischaemic heart disease reduces with exercise. The message is clear: the more the better³:



Business Benefits of Cycling

Cycling has clear benefits to business. A 3-year study in Cambridge, UK, found a 54% in sickness absence from work each year.⁴

The Heart Foundation of Australia commissioned a report on the economic benefits of active transport⁵. It found that:

- A high proportion of all retail expenditure comes from local residents and workers.
- Space allocated to bicycle parking can produce much higher levels of retail spend than the same space devoted to car parking.
- Many car-borne shoppers are “drive-through” shoppers, stopping to pick up one item on the way to their eventual destination, rather than people for whom shopping is their main purpose for visiting the area.
- It is difficult to estimate the value of non-drive-in spend for main streets. However, it is always bigger than we think.
- Retail vitality would be best served by traffic restraint, public transport improvements, and a range of measures to improve the walking and cycling environment.

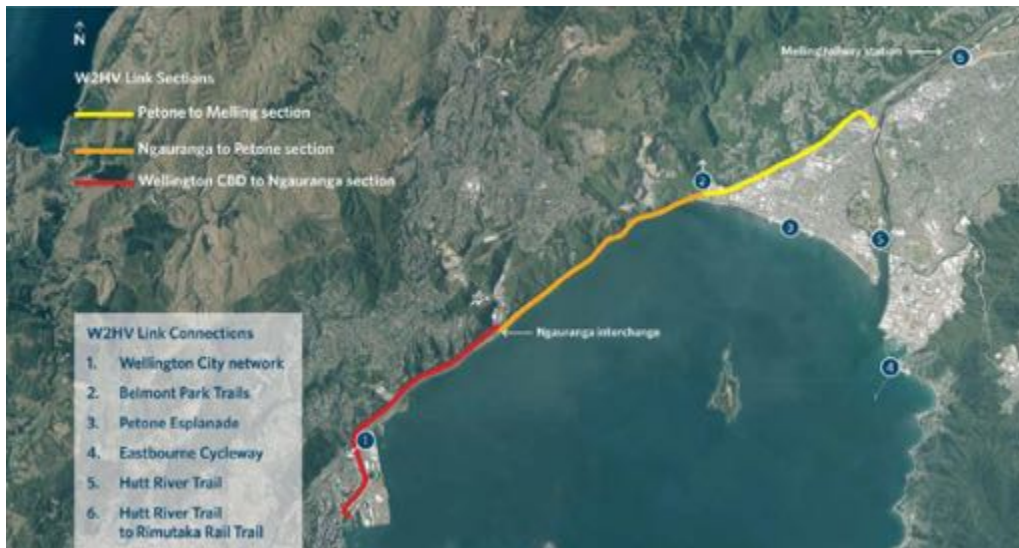
³ Kyu HH, Bachman VF, Alexander LT, et al. Physical activity and risk of breast cancer, colon cancer, diabetes, ischemic heart disease, and ischemic stroke events: systematic review and dose-response meta-analysis for the Global Burden of Disease Study 2013. *BMJ* 2016;354:i3857. doi: 10.1136/bmj.i3857

⁴ Mytton OT, Panter J, Ogilvie D. Longitudinal associations of active commuting with wellbeing and sickness absence. *Prev Med* 2016;84:19-26. doi: 10.1016/j.ypmed.2015.12.010

⁵ “Good for Buisne\$\$, the benefits of making streets more cycling and walking friendly”, National Heart Foundation of Australia, ABN 98 008 419 761

The Vision

The section of cycle path is one link on a critical cycle corridor that runs from Wellington to Melling.



This path has significant potential to increase the numbers of people cycling into the CBD from the north. Approximate numbers currently on the Petone to Ngauranga corridor are:

- 33,350 motor vehicles per day each way⁶
- 9,000 people on trains per day each way⁷
- 400 cyclists per day (extrapolated from peak hour surveys)

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

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

Assuming this cycle growth to a mode share of 5% came pro-rata from motorists and rail commuters, this would see **1,160 less cars needing to be parked in Wellington each day.**⁸

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

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

⁶ 66,700 vehicles per day in 2007 in both directions, Page 14, SH2 Hutt Corridor Strategic Study, Transit NZ, 2010

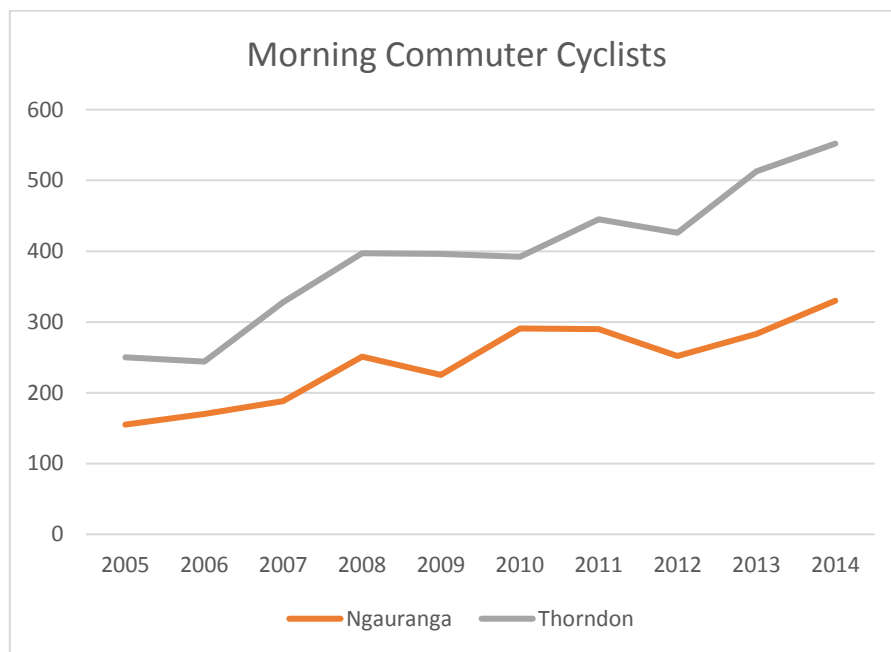
⁷ Ministry of Transport, The transport impacts of the 20 June 2013 storm, November 2013

⁸ 34,000 people travelling by car and 9,000 by train implies 79% travelling by car. 1,770 extra cyclists would therefore be 1,400 less people (1,770 * 0.79), which at an assumed 1.2 people per car is 1,170 fewer cars.

The Chase for Change

The following graph shows the average number of people cycling to Wellington between 7 and 9 am.⁹

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



This is in keeping with Wellington City Council's own survey evidence (Wellington City Council, Cycling Demand Analysis, 2014) that many more people would prefer to take up cycling:

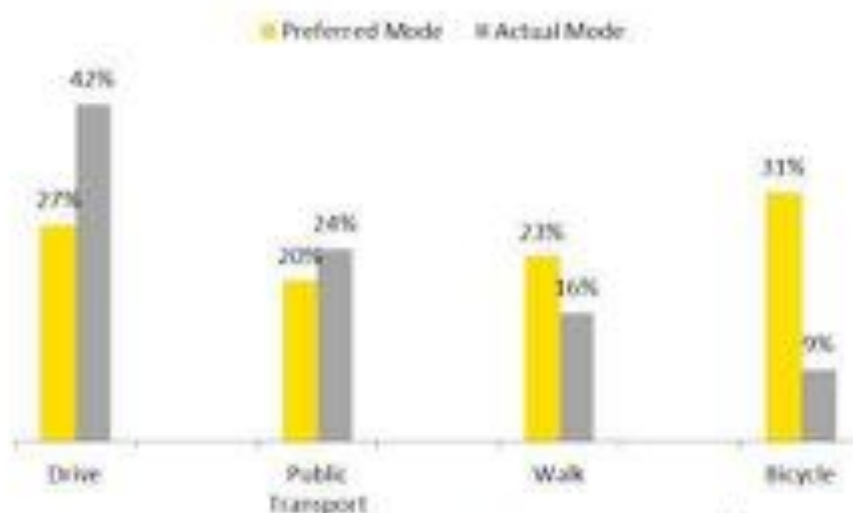


Figure 13 – Preferred and actual travel mode used in Wellington⁹⁴

⁹ Source: WCC Transport Monitoring Surveys

The development of a cycle route from the Hutt Valley to Wellington plan has been a very long time coming. It was first agreed in 1903 (although never implemented):

After the Hutt Railway and Road Improvement Act, 1903, was passed, and the road had been assured, a conference of delegates from the local authorities was held, and among other things they suggested to the Government,—

- (a.) That the road should be formed 100 ft. wide, and that it should contain a roadway 50 ft., cycle-track 15 ft., heavy-traffic track 25 ft., and footpath 10 ft. wide, the cycle-track to be in the middle of the road :
- (b.) That the water-tables, footpath, cycle-track, roadways, and land be raised to such a level above high-water mark that proper drainage shall be assured :
- (c.) That the gradients of the road be in no case flatter than 1 in 200, so as to give efficient drainage along the water-tables.

Thorndon Quay is Dangerous for Cyclists

Cyclists face significant hazards along this route, particularly from angle park cars.



Angle parked cars force cyclists to move into the traffic. A double yellow line prevents vehicles from passing cyclists. The route is the second busiest bus route in Wellington, further compounding both the actual and perceived risk.

Cars reversing from angle parks are unable to see oncoming cyclists until they are obstructing their path. This is a serious loose-loose situation.

From 2013-17 ***cyclists were involved in 23% of reported accidents on Thorndon Quay*** – despite a mode share of only a few percent. They are dramatically misrepresented in crash statistics. Over two thirds of accidents involving a cyclist involved an injury. The council notes “it would be fair to say that all the injuries in a cycle-vehicle collision are to the cyclist”.

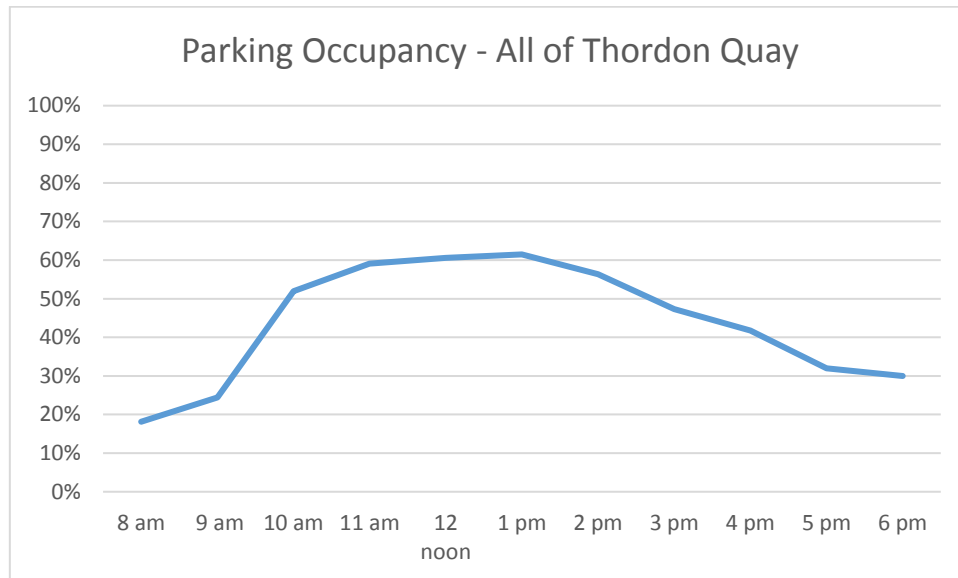
These are vulnerable road users. Council’s failure to address these critical and obvious safety issues is appalling.

Parking on Thorndon Quay

Development of a cycle route through Thorndon is of concern to local businesses given the perceived impact of changes to parking on their businesses.

These concerns can be easily allayed. Council electronic parking data shows the following¹⁰:

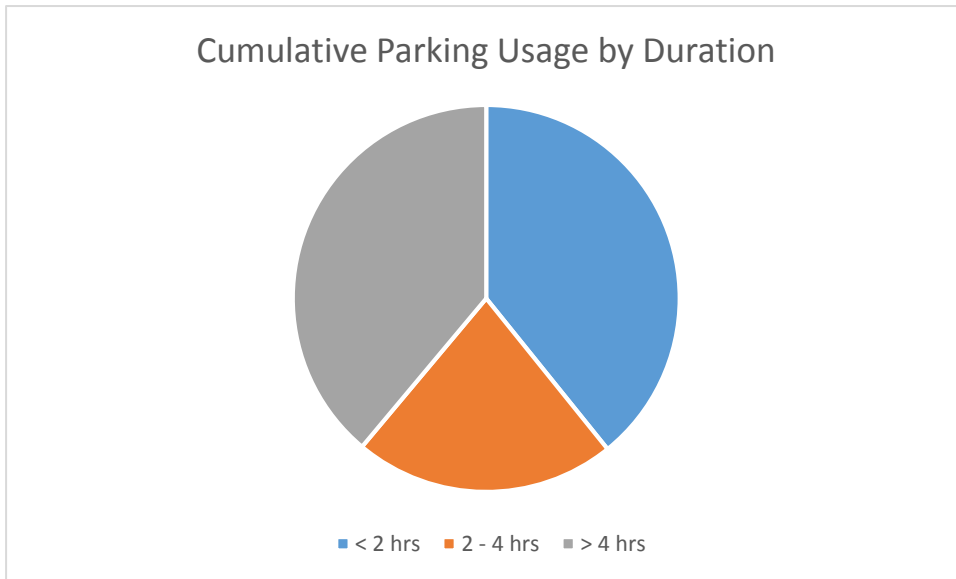
- Parking is poorly utilised, with overall significant excess capacity:



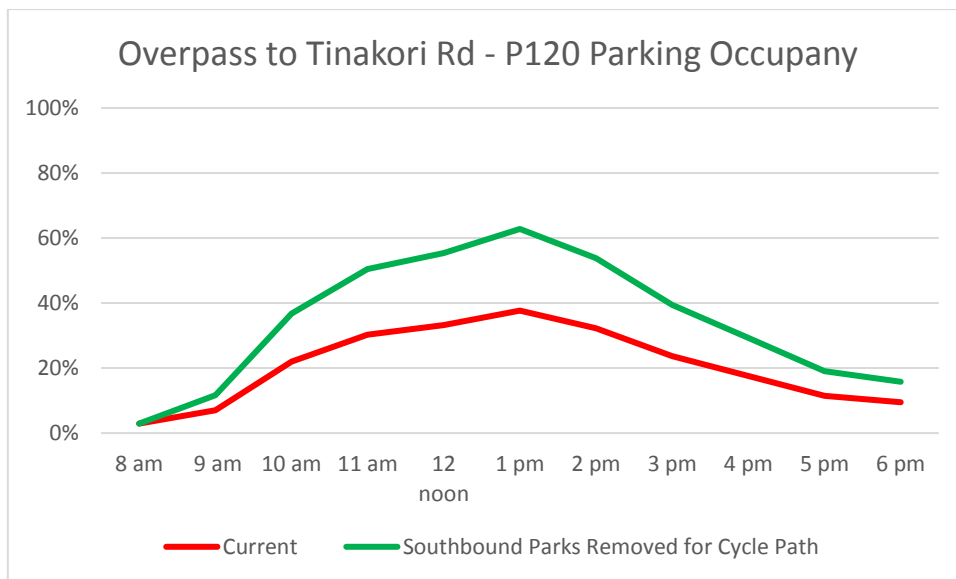
- Much of the parking resource is for long stay parking, with 6% of vehicles consuming 39% of the resource. A major arterial route into Wellington is effectively being used as a parking

¹⁰ Parking data obtained under the Official Information Act, February 2018. Data is for 1 Jan 2017 to 30 Dec 2017. Weekends and public holidays have been excluded to show only weekday data. Data is analysed using the statistical software suite Stata version 15.1. This data is consistent with council's own analysis but drills down into different sections of the route in question.

lot. This is a poor utilisation of a scarce resource. This reduces the high turn-over parking capacity that would benefit businesses:



- Excess capacity would enable southbound parks to be removed for a bi-directional cycle path, and still have ample parking availability. This is displayed here for the section of parking from the Motorway Overpass to Tinakori Rd:



This low occupancy is demonstrated in this 2 pm weekday photo:



- There were 27,000 hours of parking over the various limits on all of Thorndon Quay in 2017. Improved policing may yield even further parking.

If parking is not rationalised (eg by putting in a cycle path), council is letting a costly inter-city resource lie fallow. This is poor stewardship.

Aotea Quay as an Alternative

Aotea Quay is a route proposed by Council as an alternative to Thorndon Quay.

The Hutt Cycle Network cannot currently support this route – there are too many unknowns:

- Whether it is a preferred route by cyclists has not been surveyed and there is no demand modelling.
- The timing is uncertain – it will be complex undertaking across many agencies with significant engineering issues across reclaimed land. Significant delays should be expected.
- The cost is unknown – but will be significant, including an overbridge over the railway line, shifting port infrastructure and realigning roads.

Further, there will continue to be significant cycling demand on Thorndon Quay, so safety issues there will still need to be addressed.

| | Thorndon Quay | Aotea Quay |
|--|----------------------|-------------------|
| Preferred route for cyclists | Y | ? |
| Addresses safety on Thorndon Quay | Y | N |
| Implementation | Soon | Likely delayed |
| Complexity | + | +++ |
| Cost | + | +++ |

Interagency Coordination over the Whole Wellington to Melling (“Welly to Melly”) Corridor

This Melly to Welly cycle corridor crosses a number of inter-agency boundaries. Current governance, design, timing, implementation and promotion is fragmented amongst these agencies.

Successful implementation of this path requires all 5 government agencies involved to keep the big picture clearly in mind. Unfortunately, this project has been characterised by poor coordination, repeated consultation, agencies acting independently, focal controversy which ignores overall benefits, and “re-prioritisation” leading to significant delay.

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

This cycle corridor has the potential to be a world-leading, iconic and scenic cycle corridor that sees a dramatic increase in cycle numbers and consequent decrease in traffic congestion and parking. Without better coordination we will build the equivalent of a bridge with a missing span.

Conclusion

This is the most commonly used cycle route into Wellington.

Thorndon Quay is the preferred route for a critical cycling connection between suburbs to the north, and the CBD yet is hazardous and hostile to cyclists.

There is ample room to accommodate both cycling and business concerns – yet council has “run for cover”.

Recommendation

The Hutt Cycle Network urges the Wellington City Council to:

1. Note that parking data gives significant comfort about that the impact on businesses from reductions in parking will be minimal. There is ample room for parking **and** a cycle path.
2. Re-engage with stakeholders and represent options to council for the continuation of the “Melly to Welly” cycle corridor through Thorndon Quay.
3. Quickly move to improve overall governance, implementation and promotion of the Wellington to Melling Cycle Corridor (“Welly to Melly”), in conjunction with GWRC, NZTA, Kiwirail and HCC.

Annex: Parking Occupancy

This data represents hourly "snap shots" of parking occupancy, not total numbers of vehicle movements

Weekdays only, excluding public holidays, all of 2017

| | Time | 8 am | 9 am | 10 am | 11 am | 12 noon | 1 pm | 2 pm | 3 pm | 4 pm | 5 pm | 6 pm |
|---------------------------------|---|------|------|-------|-------|---------|------|------|------|------|------|------|
| All Zones | Parked Cars | 43 | 95 | 202 | 229 | 235 | 239 | 219 | 184 | 162 | 124 | 116 |
| | Total Parks | 237 | 388 | 388 | 388 | 388 | 388 | 388 | 388 | 388 | 388 | 388 |
| | Percentage Occupancy | 18% | 24% | 52% | 59% | 61% | 61% | 56% | 47% | 42% | 32% | 30% |
| North of the Bypass P120 | | | | | | | | | | | | |
| North of Overpass P 120 | Parked Cars | 1 | 4 | 13 | 18 | 20 | 23 | 19 | 14 | 11 | 7 | 6 |
| | Total Parks | 36 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 | 60 |
| | Percentage Occupancy | 3% | 7% | 22% | 30% | 33% | 38% | 32% | 24% | 18% | 11% | 9% |
| North of Overpass P 120 | Parked Cars | 1 | 4 | 13 | 18 | 20 | 23 | 19 | 14 | 11 | 7 | 6 |
| | Total Parks | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 | 36 |
| | IF SOUTHBOUND REMOVED: Percentage Occupancy | 3% | 12% | 37% | 50% | 55% | 63% | 54% | 39% | 29% | 19% | 16% |

Overpass to Davis St P120

| | | | | | | | | | | | | |
|---------------------------|----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Overpass to Davis St P120 | Parked Cars | 28 | 44 | 61 | 68 | 67 | 69 | 62 | 54 | 54 | 40 | 39 |
| | Total Parks | 93 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 | 137 |
| | Percentage Occupancy | 30% | 32% | 44% | 50% | 49% | 51% | 46% | 39% | 39% | 29% | 28% |
| Overpass to Davis St P120 | Parked Cars | 28 | 44 | 61 | 68 | 67 | 69 | 62 | 54 | 54 | 40 | 39 |
| | Total Parks | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 | 93 |
| | Percentage Occupancy | 30% | 48% | 65% | 73% | 72% | 75% | 67% | 58% | 58% | 43% | 42% |
| IF SOUTHBOUND REMOVED: | Percentage Occupancy | 30% | 48% | 65% | 73% | 72% | 75% | 67% | 58% | 58% | 43% | 42% |

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------|---------|------------------|--------------------|
| Ian Chester | Tawa | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

From experience as a cyclist I can say that cycling alongside parked cars is quite dangerous. I have been confronted by drivers opening doors in front of you on several occasions narrowly avoiding hitting such open doors. It is inevitable that a cyclist(s) will be injured this way, possibly killed.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

I commute by cycle into Wellington, and also use it as my principle form of transport. Lack of cycleways in Wellington make the experience often unpleasant and dangerous.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

I note that Christchurch has now established many dedicated off-road cycle ways without lengthy consultation with the motorists lobby, who will always vehemently appose loss of parking space/room on the road. Why can't Wellington just do the same?

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------|---------|--|--------------------|
| Ian Kennedy | Pipitea | Stadium Gardens Body Corporate (BC 304209) | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

I am making this submission on behalf of the Stadium Gardens Body Corporate, comprising 87 residential and 4 business/commercial units - refer attached document

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

See attached document

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

See attached document

Please refer to the attached document on the following page(s) to support this submission.

Stadium Gardens Apartments

Stadium Gardens Body Corporate 304209
PO Box 7077
Newtown
Wellington 6242

stadium.bcs@administrate.co.nz
www.stadiumgardensapartments.org.nz



14 March 2017

Thorndon Quay Biking Connections Consultation (114)

Dear Sir/Madam

Stadium Gardens Body Corporate represents 87 residential and 4 business/commercial units. It is home to approximately 240 people.

We support the notion of improving cycle access to the city, but not at the expense of significant loss of parking amenity for the large residential population along Thorndon Quay, particularly in the vicinity of Davis Street. We believe a cycle way can be marked without the loss of carparks as proposed.

The current clearway policy works well in providing effective cycle access in the morning peak, and a clearway should be considered running north for the evening peak as an easy and cheap enhancement. The angle parks, which should be kept, can be readily accessed via the pedestrian crossing for those requiring late afternoon parking while the 'new' clearway going north is operating.

The change as proposed will make parking for overnight guests and tradespeople working in our building even more difficult than at present; being particularly disruptive to overnight and weekend guests. We also don't want to see the businesses operating from our building adversely affected because of reduced car parking for their clients and/or customers.

A long-time owner/resident recalls that Stadium Gardens originally qualified for residents parking, then this stopped, and that the Davis Street coupon parking spaces have since been given to Wellington Free Ambulance. This is something that the Council should certainly reconsider i.e. coupon parking or even resident parking permits for folk living in and around this area; particularly if the number of carparks in the area is slashed. We suspect that over time the amount of long duration parking has been severely eroded leaving local residents (including some from Stadium Gardens) without an off-street garaging option, more and more in the lurch.

If the parking alignment does change as proposed then the parking outside TQ and opposite Stadium Gardens should be four hours maximum and no limit applying Saturday mornings regardless.

If there is any hearing related to this consultation/proposal then we would like to be heard.

Yours sincerely

Ian Kennedy
Body Corporate Chair

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------------|---------|------------------|--------------------|
| Isabella Sutherland | Newtown | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

But concerned about removal of parking and impact on local business

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|--------------|------------------|--------------------|
| J. K. | Houghton Bay | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

what does interim mean - is WCC changing this proposed set up in future again? To make riding your bike safer it should be created off the road. Thorn Quay has enough potential to play with!

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Improvements need to be on highest standard - use other cities as a comparison.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Off the road, or move carpark around

Thorndon Quay consultation
Submission

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| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------|------------|------------------|--------------------|
| J.Whitty | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

As a daily cyclist along this route, I don't find this section of road particularly dangerous for cyclists. The lanes are wide and there's a clearway until 9am. The removal of parking spaces and painted cycle lane won't significantly enhance my safety.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

As a regular cyclist I don't find this particular stretch of road dangerous for me.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

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| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|--------------|------------------|--------------------|
| Jack | Johnsonville | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

I support these changes in the very limited sense that they are a good short-term measure until a broader strategy is implemented. As they stand, they don't amount to much.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

The most useful parts here are the getting rid of angle parking and changing the parking term to 2 hours. I assume there's no plans to take away the 7-9am clearways?

Thorndon Quay consultation
Submission

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| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| James | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

I would like to see the removal of the bus waiting bay adjacent to the traffic lights at the Thorndon Quay / Mulgrave Street intersection. I also think the bus stop just near the zebra crossing at the Davis Street intersection (just along from VTNZ) should be moved.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|----------|------------------|--------------------|
| James | Newlands | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

The morning clearway works fine. Just need to enforce the parking restrictions. Why halve the number of carparks by the stadium when the interim is adequate

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

as above, the status quo is fine

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

stop wasting our rates on virtue signalling vanity projects

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|------------|------------------|--------------------|
| James | Island Bay | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

This is clearly an improvement. I'm interested in why this isn't a kerbside design? That would be safer and allow easier parking. I also think the median strip will encourage lazy driving, unnecessary overtaking and speed - cyclists have no protection in a 50k zone that encourages higher speeds.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

I support efforts to deprioritise cars including parking.

Thorndon Quay consultation
Submission

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| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------|---------|------------------|--------------------|
| James Court | Seatoun | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Traveling northbound and southbound outside of the clear way hours is the most dangerous part of my commute. The changes will bring much needed additional space for what must be the busiest cycle route in the city.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|----------------|------------------|--------------------|
| James Fluker | Mount Victoria | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

These changes don't go far enough to mitigate the risk to cyclists. Thorndon Quay is a very busy road and the only acceptable safe solution is a separated cycleway. I would not feel comfortable cycling along here on just a painted cycleway.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

The loss of parking spaces on Thordon Quay can be mitigated, if the private sector sees value in storing cars. The safety of cyclists on this busy road must be the primary factor in the decision making, and to that end, Council should revisit a separated cycleway.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|---------|------------------|--------------------|
| Jane Armstrong | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

The bike lanes should be on the other side of the parked cars i.e. next to the footpath. Having the bike lanes next to the road is dangerous for bikes as cars open their doors without looking. It is also very difficult for cars to get in and out of the parks with the bikes going past them.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

There is already a limited amount of street parking in this area. It is a pity to be losing more parks

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------------|---------|------------------|--------------------|
| Jannene Allwood | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

I cycle along Thondon Quay most days. I am surprised that the council is not proposing any changes to the section of Thorndon Quay from Davis St, North to Tinakori Road. This is incredibly unsafe and I have constant issues with cars reversing out of the angle parks. This is easily the most dangerous section of my commute to the Hutt. I average at least 2 cars reversing every trip. The cars are also often far too long for the parks, forcing cyclists out into the lane. Not looking at this section at the same time seems like a wasted opportunity, when it's clearly a serious safety issue. I've had very few issues cycling south due to the clearway - although some increased policing of this would be helpful.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Since starting commuting I have seen positive improvements all along my route from the Hutt to Wellington. There has been a corresponding increase in cycling numbers. Cycling infrastructure improvements make a difference.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

The proposed design appears to have little separation between the parked vehicles and the cycle lane. Wide, or poorly parked vehicles will likely intrude into the cycle lane. In addition, the cycle lane looks like it is directly in the "door" zone, which is a known hazard and one that injures cyclists frequently.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|---------|------------------|--------------------|
| Jaslyn Heaphy | Te Aro | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

The original proposed changes were safe for pedestrians, cars, and cyclists. The 'compromise' proposal is safe for pedestrians and cars, but less safe for cyclists. Our safety and lives should not be up for negotiation. A fully separated cycle lane is required, either two way or either side of the street. It would be sad if this 'interim' solution became permanent so it's better to get it right first time.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Better cycling infrastructure means more cyclists and better public health.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|------------------|----------|------------------|--------------------|
| Jason McCrystall | Newlands | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Having been a statistic of injury accident on Thorndon Quay and that I comutte daily - any improvement is welcomed. Always seeing or experiencing near misses weekly due to current design.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

See above comment

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Remove the angle parking on railway side - this could also eliminate the need for the 7 - 9 clearway on that section.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|---------|------------------|--------------------|
| Jeff Flavell | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

As an interim measure the changes will improve safety. The angle parks are too steeply angled to provide safe reversing as they are. Anfle parking as a replacement will allow more clearance on road for cyclists and other vehicles. I support the continuation of the clearway 7 -9 am. I seek a clearway on the west side 4.30 - 6pm for the parallel parks clisest to Mulgrave St on TQ. cles.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

This is a key cycle commuting route. It is currently dangerous. I have been hit from behind while on a b

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

I consider the ped x at the Gateway should be light controlled as way to many pedestrians step out without checknf what traffic is approaching. It is currently not safe.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------|---------|------------------|--------------------|
| Jeff Page | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Yes, they will improve safety and make it easier particularly for less confident cyclists

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

It's the main route connecting the Hutt and Northern Suburbs to the city

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

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| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------|---------|------------------|--------------------|
| Jenn D | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

I've never felt uncomfortable cycling along this stretch in the morning or the afternoon, so the changes do not seem necessary

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|------------------------|----------|------------------|--------------------|
| Jennifer van der Merwe | Horokiwi | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

The current proposal is an improvement on the current infrastructure, however it does not represent best practice for cycle lane safety. The bicycles should be totally separated from the traffic, not sandwiched between parked cars and fast flowing traffic.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

The number of cyclists on this route has grown in the past few years and is likely to continue to grow as more people take up alternate transport options.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------|----------|------------------|--------------------|
| Jill Bay | Thorndon | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

The car parks you want to eliminate are always full which means more people fighting for car parks if so many are removed. This will also impact businesses along the street. If people can't park they won't frequent the businesses along there. I don't think narrowing the road is safe. Take a look at how many cars have the mirrors knocked off of them or scrapes down the side because the roads are already too narrow in a lot of places. Why add to that.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

Same as above comments.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------|------------|------------------|--------------------|
| JJ Holden | Island Bay | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

The WCC has taken a giant step forward on the proposed Thorndon Quay (Davis St to Mulgrave St) cycle way design! However, the road is used by few cyclists, compared to motorists and pedestrians, and cyclists should not have a disproportionate amount of space on the road. There is no problem with the road in its current form. Thorndon Quay is filled with home renovation stores and cafes. Limiting parking is going to greatly affect these business relying on the availability of parking to draw in customers and keeping Thorndon Quay a thriving sector for business. WCC is to be congratulated on the design and if the design was adopted throughout Wellington, and suburbs, cycle ways would be much more popular with Wellingtonians.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| Jo | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

The most dangerous section of Thorndon Quay between Davis Street and Tinakori Road has not been addressed. Having cyclists riding between traffic and angle parking is not safe. The proposed change to have an onroad cycle lane further north of this section, with parallel parking is sub-optimal too. Given that the Ngauranga to Tinakori Road section has an off-road shared bath, and given the future Petone - Ngauranga path will also be off-road, having the Tinakori - Davis section as on-road, with lots of potential for conflict and lack of separation will mean that new riders will be discouraged from using it; meaning we won't get the increased ridership that such facilities are meant to facilitate. It shouldn't be just about providing for existing brave and intrepid riders, but with the proposed combination of this solution and the status quo, that is all you are doing.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

The people have spoken. We want safer walking and cycling. We want less traffic. With a growing population we can't just keep putting more cars on the road.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------|---------|------------------|--------------------|
| Joanna | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Protected cycle-ways need to be the priority when implementing these sorts of changes. If the goal is to attract more cyclists, prioritise safety.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

As mentioned by many others, this isn't the most dangerous stretch of road along Thordon quay. If a safer city wide cycle network is the objective, then please address the high risk stretch between davis - tinakori as well.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|---------|------------------|--------------------|
| John MacDonald | Karori | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

The design of the bike lanes appears to have been compromised to save money, mollify car users, or both. There will be no meaningful increase in safety with this scheme, which retains the high-speed traffic and offers no real protection to cyclists. Without even so much as a change in road colouring, this is a pointless waste of money guaranteed to anger both cyclists and vehicle users. Back to the drawing board.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

This design offers very little safety improvement, and will not encourage any but already competent road cyclists, who barely need it. The depiction of child users is fanciful.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|------------|------------------|--------------------|
| John Stewart | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

The roads are designed for motor vehicles and given the number of cyclists who use the roads they are where are you? Out of proportion to the vehicles that use the road. This is another example of the council pandering to a very small but vocal minority and it is time to stop wasting ratepayers money

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

Cyclists can't use the cycle lanes now look at the old Hutt road as an example. Cyclists ride on the road when there is a cycle lane under the overpass

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

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| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|------------------|------------|------------------|--------------------|
| Johnnywhitewater | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|----------|------------------|--------------------|
| Jon Dallimore | Hataitai | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

WCC should go further to ensure the safety of cyclists and other vulnerable road users (i.e. pedestrians). 'Possible business' losses are markedly overstated and should not be a reason to accept an unsafe road design which will result in public harm or fatality.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Thorndon Quay is a vital through fare for all road users commuting to and from their places of work. Safe road design will improve journey safety and satisfaction for all user groups.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|---------|------------------|--------------------|
| Jon Pottinger | Kelburn | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

I currently drive both ways on Thorndon Quay, at peak hours and usual several times during the day, so off peak,

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

Cyclists are only present during peak hours, any other time they are totally absent including the weekends

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------|----------------|------------------|--------------------|
| Jonathan | Mount Victoria | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

It's great that the angle parks are to be removed. A better long term solution (protected cyclelane) should really be progressed however...

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

How about a protected cyclelane instead of just paint... Why is it taking so long to build decent infrastructure on this important through way

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|----------|------------------|--------------------|
| Jono | Newlands | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

i cycle through here every day (both ways) and usually once during the weekend, i see a LOT of near misses in terms of cyclists nearly getting hit, regardless of whether it's the driver or cyclists fault, there's just heaps of traffic in there during the mornings and evenings and sometimes it's hard to see cars (eg. along the angled parking, shorter length cars have to back up a bit more cos they can't see oncoming traffic...)

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|------------|---------|------------------|--------------------|
| Jos Kunnen | Kelburn | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

This is better than current arrangements, but I suggest an interim solution. Why not extend the two-way chared protected bike / walk lane along Hutt Road all the way to the railway station corner.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

As a regular commuting cyclist from Wellington to Lower Hutt, I appreciate the new widened Hutt Road cycle/walk path. It makes the commute much safer and enjoyable. Could this bidirectional path be extended to the Railway Station along one side of Thorndon Quay?

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| Josh | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

I think the plans are a good start but do not go far enough. Firstly, the section between Tinakori Rd and Davis St is ignored, which is extremely problematic. That intersection is where cyclists enter a protected off-road cycle path, and cyclists therefore need clear on-road lanes right up until that point.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

This is a key cycle commute route. I cycle it regularly, and often see dangerous manoeuvres along Thorndon Quay, including vehicles waiting for the clearway times to finish, pulling out of parks into lanes without looking, and driving too close to cyclists. Improving visibility and legibility of cycle lanes is very important.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

I think the cycle lanes should be protected rather than paint only. The cycle lane should continue from the Tinakori Rd intersection (where it is offroad) and should go between the footpath and cars (protected, not just paint like at Island Bay) and be sufficiently wide that cyclists can pass each other along it. If a fully separated cycleway is not possible, then the current proposed design should reduce significantly the width of the flush median, widen the cycle lanes, and make them protected by curbs or planters, so that traffic does not interfere with them.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|------------|------------------|--------------------|
| Julie Williams | Island Bay | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

This seems to be a pragmatic solution.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

I am all for improvements to cycle safety. I really like the removal of the angle car parks. I am concerned that we don't have a consistent designs. That lack of consistency is confusing for drivers and cyclists. Is it possible to have no more than 3 types of layouts? For example, this layout, traffic calmed suburban routers and fully separated cycle lanes? Lastly is there an overall plan for cycle routes? We do seem to be doing piece meal bits of work in the Southern and Eastern suburbs. How do they fit together. Auckland seems to have sorted. Their cycle map looks great.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| Karen | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

Why would you spend all this money to suit a couple of hundred cyclists. Think about the retailers who have to pay rent so needs the parks for customers not the cyclist who passes by in 30 seconds

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

Cyclists should not dictate a retailer's bottom line. They don't obey the road rules so why support them

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Why's it all about the cyclists, what about the businesses. Most cyclists cause accidents on this stretch of road. We drive this road everyday and half of them don't use the cycle lane.

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| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------|----------|------------------|--------------------|
| Karu Shaw | Horokiwi | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|---------|------------------|--------------------|
| Kate Whitwell | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Any change that improves safety for people is welcome. This change does slightly improve safety for some people (cyclists) on a very small stretch of Thorndon Quay. However it does nothing for the majority of the length of Thorndon Quay and also only improves safety marginally and does not even meet NZTA guidelines for cycle lanes on a major road (which this is). The cycle lanes should be fully protected from traffic.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Although this is a small step towards improving the network it still fails to address the rest of the street which is a key cycle connection from the Hutt Valley and the Northern suburbs into Wellington.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Find a solution for the rest of Thorndon Quay. No it won't be easy, as sorting out issues with shared space is always contentious. But it is crucial to save lives and enable cyclists of all abilities to travel this route safely alongside other people on foot, in buses or in cars.

Please refer to the attached document on the following page(s) to support this submission.

Thorndon Quay Interim Improvements – Thorndon Quay Action Group submission

We ask to make an oral submission.

Contact person: Kate Whitwell
Email: k.whitwell@icloud.com
Address: 32 Kenya St, Ngaio

The Thorndon Quay Action Group consists of the following people who were all members of the Thorndon Transport Working Group that began work in March 2017 and met for the last time on 11th October 2017.

Kate Whitwell, Tim Leamy, Neville Henderson, Ron Beernink, Timon Bakker

Key points of our submission:

- Safety needs to be improved for **all** users of Thorndon Quay **now**.
- The proposed 'interim improvements' do little to improve safety for people on bikes, are applicable only to a very small part of Thorndon Quay and fail to meet NZTA cycling infrastructure guidelines.
- It is more important and urgent to address the significant hazards to cyclists and other road users along the rest of Thorndon Quay.
- Thorndon Quay will continue to be a key route in the cycle network for Wellington that must be made safer to encourage more people to cycle more often.
- Without commitment to a near-term time frame for a comprehensive solution, the notion of an 'interim solution' is misleading.
- The Thorndon Transport Working Group agreed a vision and objectives for what Thorndon Quay should look like. The 'interim solution' does not acknowledge or align with either of these outputs.
- One of the major concerns expressed at the Thorndon Transport Working Group meetings was that parking would be unduly affected by any proposed solution. However recent Council parking data shows that parking is underutilised along Thorndon Quay (**maximum** weekday occupancy in 2017 was 61%, and average occupancy is much less), so reductions in capacity are possible without affecting availability.

- The Thorndon Transport Working Group came up with three viable options that met all of the Council's investment objectives, and would have significantly improved the safety of Thorndon Quay for cyclists and pedestrians.
- The decision to abandon the Thorndon Transport Working Group Consultation Project and the manner in which this was done seriously undermines the trust in the Council's approach to community engagement.



DETAILED SUBMISSION

About Us

Every member of this group is a regular commuter along Thorndon Quay. Most of us commute primarily by bicycle, but we also travel along this route at times as drivers, pedestrians and bus passengers. Most of us could be classified as confident commuter cyclists. However Kate has taken up cycle commuting relatively recently and has regularly travelled off-peak (therefore has a great deal of experience with Thorndon Quay when the clearway is not in operation). She classifies herself as 'keen but concerned' when it comes to cycling and road safety.

Regardless of our different skills, we all view Thorndon Quay as a 'death trap' that could at any time have another accident resulting in a serious injury or fatality for a cyclist or a pedestrian.

We all have personal experience with 'near misses' along this route and regularly witness situations which seriously compromise safety due to the design of the road.

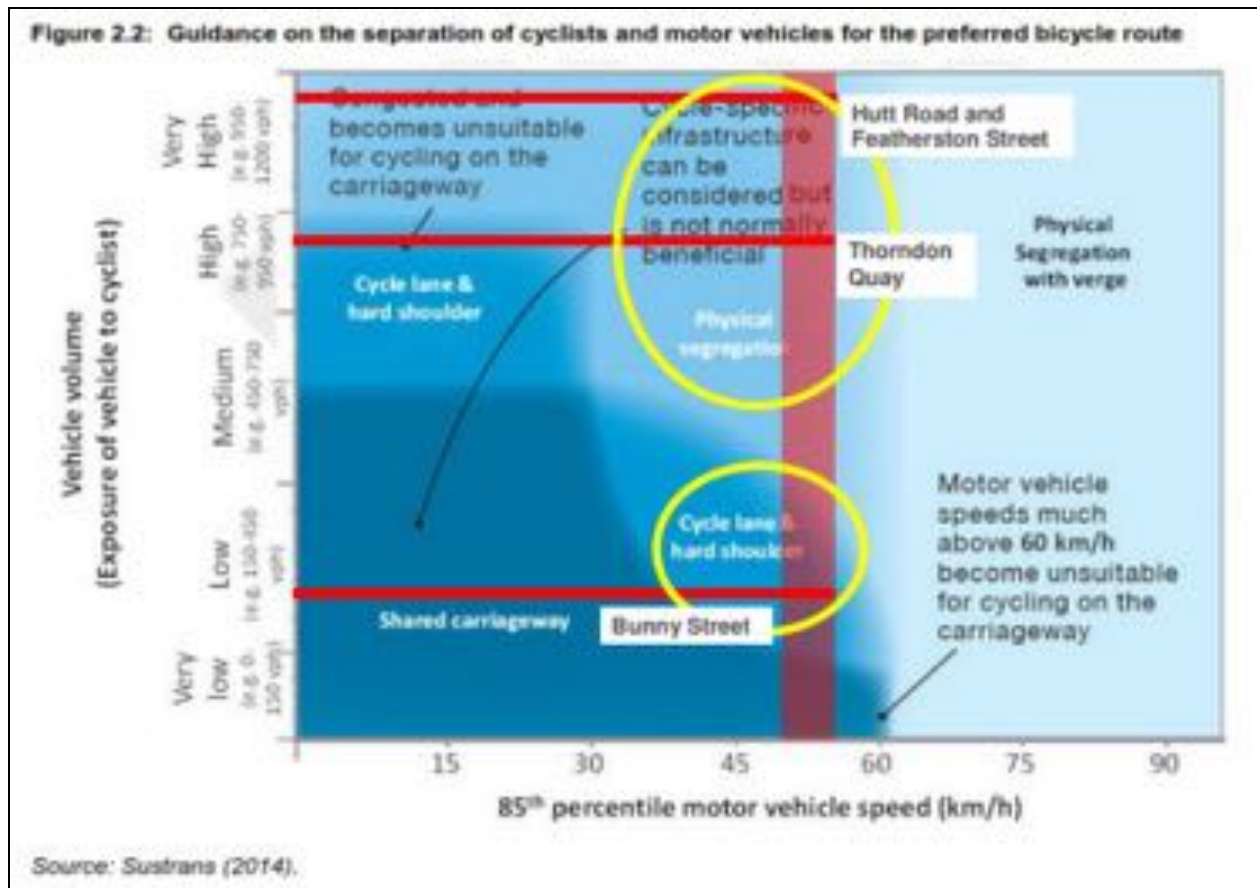
Safety

Crash statistics for Thorndon Quay obtained from WCC state that between 2013 and 2017 there were 61 reported crashes (25 involving injury). Sixteen of these (or 25%) involved cyclists in some way; 11 involving injury, and although it is unstated which party incurred the injury it is undoubtedly the cyclist that comes off worst in these situations. The current layout of Thorndon Quay puts cars and cyclists into dangerous proximity daily and this needs to be addressed **now** before another serious injury crash occurs.

The proposed design for the 'interim solution' clearly does not meet NZTA guidelines when taking into account the volume of traffic and types of cyclists on this route:

"Cycle lanes are painted lanes within the carriageway that are suitable for enthused and confident cyclists but, apart from low volume streets, do not offer sufficient protection for the majority of interested but concerned cyclists".

The material provided to the Thorndon Quay working group included the graphic below, which clearly shows that a roadside cycle lane is unsuitable due to the volume and speed of traffic along Thorndon Quay.



The key hazards along Thorndon Quay are

- Longer vehicles in angle car parks and cars reversing out these parks forcing cyclists on to the carriageway and into the path of motorists.
- People trying to reverse out of angle car parks without being able to clearly see if there is a gap in the traffic, and typically having to deal with heavy volumes of both cyclists and vehicles during the evening peak traffic period.
- Motorists seeing a free parallel or angle car park and quickly turning left without taking notice of cyclists.

- Cyclists trying to cross from the north end of Thorndon Quay to the Hutt Road shared cycling and walking path; having to avoid angle parked vehicles while looking over their shoulder to ensure they have a gap in the northbound traffic.
- People on foot trying to cross Thorndon Quay, particularly with there being only one pedestrian crossing between Davis Street and Tinakori Road.

The angle parking along Thorndon Quay does not meet NZTA guidelines for cycling infrastructure, particularly as in most places there is significantly less than 2 metre clearance recommended for giving cyclist a safe space.

People require a high level of protection when cycling adjacent to angle parking, and therefore when implementing angle parking the needs of cyclists should be given appropriate consideration.

Cycle lanes should be a suitable distance away from angle parking to encourage cycling in a position that aids visibility between drivers and cyclists and allows cyclists to avoid vehicles that are emerging from a car parking space.

Angle parking is appropriate only where the speed limit is 50 km/h or less. Cycle lanes next to angle parking assist in reminding drivers of the potential presence of cyclists.

Cycle lanes adjacent to angle parking should be installed in accordance with the clearance details shown in the table and the associated typical facility layout shown below. Lanes should be coloured green and marked with standard cycle pavement symbols to enhance their visibility.

Table: Cycle lane clearance from angle parking

| | Clear space between parked vehicles and cycle lanes (m) | | |
|-------------------|---|-----|------------------|
| Parking Angle | 45 | 60 | 90 |
| Desirable Minimum | 2.0 | 2.5 | 3.0 |
| Minimum | 1.5 | 2.0 | 2.5 ³ |

Source:

<https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-network-guidance/designing-a-cycle-facility/between-in-tersections/cycle-lanes/#cycle-lanes-next-to-angle-parking>

The NZTA Manual of traffic signs and markings Part 2 further highlights that angle parking should not be used for a high volume principal road like Thorndon Quay.

2.11.05 ANGLE PARKING

For safety reasons it is recommended that angle parking be used with caution.

Angle parking should not be used on high volume roads such as arterial or principal roads.

Angle parking should only be used where adequate manoeuvre space is available completely clear of the through traffic lane. Refer to MOT (1976) "Metric Parking Dimensions" or the local authority district scheme for appropriate manoeuvre space dimensions.

Source: <https://www.nzta.govt.nz/assets/resources/motsam/part-2/docs/motsam-2-section-2.pdf>

Parking demand

Recent analysis of one year's worth of parking data (2017 calendar year) along Thorndon Quay using data supplied by WCC shows the following:

- Average maximum weekday occupancy over 388 carparks is 61% meaning that even at the busiest times nearly 40% of parks were unoccupied.
- Maximum weekday occupancy of P120 car parks from the Aotea Quay overpass to Davis St occurred in the middle of the day at 51%.
- Removing all southbound P120 spaces between Aotea Quay overpass and Davis St increased the **maximum** usage to 75% implying that there is ample opportunity to reduce parking spaces without impacting availability.
- 6% of cars in long-stay parking occupy 39% of the parked time. This significant shopping and commuter route is being used as a long-stay parking area. This is a waste of limited shared space.

Yes improving safety for cyclists will result in removing some parking. This is necessary and can be justified by usage figures. All day commuter parking on this inner-city street is inappropriate and should be removed.

To summarise, the shared space that is Thorndon Quay can be far better utilised to improve safety to cyclists, pedestrians and drivers without significantly impacting on the parking available to customers of businesses along the route.

Thorndon Transport Working Group outcomes

- The Thorndon Transport Working Group came up with three viable options that in our view met all of the Council's investment objectives, and would have significantly improved the safety of Thorndon Quay for cyclists and pedestrians:
 - 6B – protected one-way cycleways with clearway peak direction bus lanes / parallel parking both sides
 - 7B – protected two-way cycleway with full time parallel parking both sides and wide footpath at key points
 - 10 – protected two-way cycleway with clearway AM peak direction bus lane / angle parking southbound and full-time parallel parking
- All of these options were discarded following the intervention of the Mayor and this 'interim solution' is the result. It is our understanding that the Mayor intervened following a meeting that a small group of business owners arranged with several Councillors to

express their concern about the impact of any parking changes on their businesses. No mention of this meeting is made anywhere in the Thorndon Design Report.

- The proposed 'interim solution' meets only a couple of objectives that were used to assess the various options discussed by the working group.

| WCC investment objectives | | Working group objectives | | MCA - effects | |
|--|----|---|----|---------------------------|----|
| Achieve a high level of service for cyclists within an integrated transport network | -2 | Increase pedestrian and cycling connectivity | 0 | Cycle Network Fit | -2 |
| Improve cycling infrastructure and facilities so that cycling makes a much greater contribution to network efficiency, effectiveness and resilience | -2 | Reduce the number of injury-causing crashes on Thorndon Quay | -2 | Transport Network Fit | -1 |
| Cycling is a viable and attractive transport choice | -2 | Reduce travel speeds on Thorndon Quay | 0 | Pedestrian Effects | -2 |
| The crash rate, number and severity of crashes involving people on bikes is reduced | -2 | Reduce the number of single occupancy commuter cars traveling on Thorndon Quay | 0 | Bus Users Effects | 0 |
| Providing transport choices by increasing the opportunity for people to ride bikes so as to improve the sustainability, liveability and attractiveness of Wellington | -2 | Provide local parking facilities that meet customer and business requirements | 2 | Motorised Traffic Effects | -2 |
| | | Maintain safe and consistent access to business | 2 | Parking Effects | 0 |
| | | Maintain or improve the consistency of bus journey times along Thorndon Quay | -1 | Property Effects | -1 |
| | | Increase the number of 'interested, but concerned' pedestrians and cyclists travelling through the area | -2 | Environmental Effects | -2 |
| | | | | Cultural Effects | -2 |

Not an Interim Solution

- The Thorndon Design Report implies that it was the Let's get Wellington Moving scenarios that led to the Thorndon Quay Working Group outputs being shelved. This is misleading. In fact, the decision to discard the working group options was made in August following the closed door meeting with business owners, where a "no changes to parking North of Davis Street" promise was given by the Mayor. The Let's Get Wellington Moving scenarios weren't developed until November 2017.
- The Mayor has also stated that Aotea Quay was an alternative option to Thorndon Quay and that the Thorndon Quay Project had failed to include this in its scope. This despite the Working Group having sought confirmation that options like Aotea Quay or the railway corridor were not feasible and not in scope, which was confirmed by project personnel and again by the Chief Town Planner.
- Despite requests to the Mayor there has been no confirmation that Aotea Quay is indeed a viable option and in what timeframe. Without such a confirmation we have no confidence that the proposed solution will indeed be a temporary 'interim' one.

- Even if Aotea Quay could present itself as an option for a 'harbour side' cycle route, most cyclists will continue to use Thorndon Quay as the most direct and convenient route to get to and from work and other destinations along for example Lambton Quay, The Terrace and Molesworth Street. Without safety improvements it will remain a 'death trap' to cyclists.

Feedback from other cyclists who use Thorndon Quay

Our TQ action group established and promoted a "Fix Thorndon Quay" Facebook page¹ to urge other cyclists and other members of the public to make their individual submissions on the 'interim improvements', but also to share their views. Below are some of the key comments.

- "I'm beyond furious about this. It's what, a decade plus of inaction? Or at the very best tinkering around the margins".
- "Vehicles completely disregard the double yellow lines, today I was cut off by a Beaurepaires' ute as it crossed into their car park area at the same time as another vehicle was reversing out from behind another vehicle parked in the angle parks".
- "You avoid contention by proper consultation not by imposing a second rate solution. Has WCC learnt nothing from the Island Bay cycle way?"
- "This is just weak weakness. Find a compromise that suits no one".
- "It is one of the main reasons I don't bike anymore. Getting cleared out 2-3 times down a 400m stretch of road is too taxing on the nerves. And I'm too slow to take the lane".

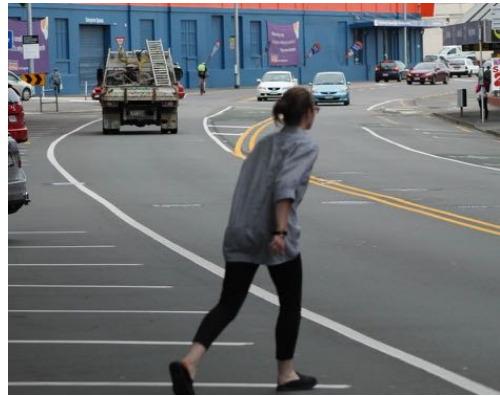
¹ <https://www.facebook.com/fixthorndonquay/>

Illustrations of the daily dangers along Thorndon Quay

Photos taken during the morning along the southbound route, showing that clearways are not an answer even with parking wardens patrolling this area.



Photos taken during an evening northbound commute



| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| Keith | Newtown | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

The cycle lane should be on the inside of the cars like the proposed changes they will make to the Island Bay cycleway.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Too dangerous with the angled parking at the moment and so many commuters on bikes.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

There needs to be a consistent approach to the cycle paths around Wellington. Should be on the other side of the cars and raised up with a small buffer so you don't get hit by the car door. Much safer for cars we are entering and leaving a park as well since they will not have to deal with bikes and so will not hold up traffic as much

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| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------|---------|------------------|--------------------|
| Kerrin | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

what about the rest of Thorndon Quay?

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------------|------------------|--------------------|
| Ketan | Crofton Downs | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Extend the footpath on the train side of the quay and then build a two way bike lane on one side much like Hutt Road this works a lot better and allows more traffic to flow through. This will probably be safer for all participants using the road. Also be safer with the advent of self driving cars by keeping transport operated by people separated from the automation.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

It will be handy in the future with self driving cars,

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------|------------|------------------|--------------------|
| Kevan Scott | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

The northbound lane needs to have a clearway in the evening just like the southbound does in the morning.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

Yet again WCC is sending a whole lot of time and effort on consulting and making minor changes to a very short piece of road that isn't really a problem (i.e just like h]Heard St to Freyberg Pool). There isnt actually that much wrong with this bit of Thornsdon Quay. The nightmare area is the angle parls between Davis St and the motorway underpass. Also, why do such a small piece of road. Fix the whole damn thing from the Railway station to Petone.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

In general this consuting and making cahnges in tiny 300m at a time increments gets the cycle way haters to repeat their specious arguments over and over again and runs the risk of cratibg cycleway weariness in the general public. The media love a good cycleway stoush and doing it this way gives them hundreds of opportunities to whip up conflict and opposition. Its a dumb strategy, that the cynic in me says is deliberately designed to stop cycleways from getting built.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|--------------|------------------|--------------------|
| Kevin | Johnsonville | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

No need for cycle lanes for at this stage

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

To makes it safe not the lanes but how the cyclists ride their bike

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| Kezia | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------|-------------|------------------|--------------------|
| Kim Kelly | Breaker Bay | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

i bike along here on my way to Lower Hutt and back - this does not seem that much different than we currently have. The lines identify where the bike lanes are but it does not feel any safer - I will still be thinking, will this car back out, will someone in this car open a door. A small improvement but still not much safer. I would prefer offroad

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

See comments above - I dont think lines on the road will make it that much safer

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

As above re lines vs offroad

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| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|------------------|----------------|------------------|--------------------|
| Kirsten Lovelock | Mount Victoria | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

No, I think it looks like an improvement

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

No

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|------------|------------------|--------------------|
| Kirsten Malpas | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes, but with changes

Comments:

The greatest need is to get rid of angle parks from Davis and Tinakori Road

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

TQ is the main gateway in for anyone riding from the north into the city.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Agree to reducing all day parking - WCC should be discouraging bringing cars into CBD for the whole day (commuters)

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------|------------|------------------|--------------------|
| Kirsty | Island Bay | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Cycleway should be protected, inside the parking. What proposed is a poor solution given the volume of traffic and speed limits on this road.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

This is a key cycling route so important that fit for purpose infrastructure is built. Council good on have the strategy / policy in place re active transport but so often when comes to actually putting in place the infrastructure you go all timid and opt for the solution least likely to upset status quo. It's 2017 climate change is real and you need to start making real changes that reflect that. Commute car parking should not be theno 1 concern.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|---------|------------------|--------------------|
| Kylie Barlow | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Cycle lanes need to be separated from the road and not be placed in the car door zone placing cyclists in danger from opening doors and illegally parked vehicles.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Take heed from other cycling-friendly cities and nations. Best practice for investing active travel is separated (sometimes called segregated) cycle lanes and wide footpaths. Motor traffic is a guest on all streets not the priority.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Motor traffic has dominated our streets for too long and is unsustainable. Focus must be on improving conditions for people walking, cycling and using public transport. Thorndon Quay is a key corridor for cycling from the north to the city and infrastructure needs to be best practice to encourage everyone to use it.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|--------------|------------------|--------------------|
| Lachy | Churton Park | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

As a motorist and cyclist, the angle parks past Davis Street pose a visibility problem. Parallel parking between Davis Street and Tinakori Road would prevent potential incidents. Additionally, the use of double yellow lines needs to be considered.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

The proposed changes need to include Davis Street to Tinakori Road.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| Lein | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Visible cycle lanes are an effective way to separate cycling and motorised traffic. They may reduce the risk of cars and buses cutting off cyclists.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|-----------|------------------|--------------------|
| Leoni Hawkins | Northland | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

This is such a small section of the road that needs improving for cycling safety. I cannot agree with the approach of waiting to see what happens elsewhere when cycling safety has been waiting for a very long time.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Safer cycling routes mean more people on bikes, less in cars, and less worry for our families who worry about me, the cyclist, riding in Wellington.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| Lewis | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

There is a line between making it better for cyclists and keeping the requirement for parking. I cycled this morning and sympathise with motorists losing parking options for changes such as this. I have cycled this route for 10+ years and although i don't know the stats, haven't seen or heard of too many accidents. Situation awareness is needed from all road users.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

Again, as a cyclist we need to take more responsibility and care for ourselves. Approaching parallel parking normally just needs a reduction in speed and an increase in observation.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Removing car spaces and imposing time restrictions just increases the anger felt towards cyclists. Leave the car-parks along for heavens sake.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|------------|------------------|--------------------|
| Linda | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

It's a great idea to remove the parallel parks but could you extend it further and remove the ones further north in the northbound side. I find those extremely dangerous especially since I ride during the day due to school pickups. I end up having to ride in the car lane to give me enough space when the cars back out on me - this happens at least every second journey along there.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

I'm a mother of 2 young kids. This is how I get my exercise in and commute, but I'm always scared I may get hit.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------|---------|------------------|--------------------|
| Lisa Julian | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Thorndon Quay is such a dangerous stretch of road for cyclists. Please extend bold cycle lanes further north and remove the angle parking.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Please extend the bike lanes further north and make them bold green. would be ideal if the bike lanes were next to the footpath. I have been knocked off my bike by a car on Thorndon Quay, further north, near the pedestrian crossing. A car opened it's door into the cycle lane. I was badly hurt and sore for months. I lost my confidence and it took ages to return to cycling. Cycling should be promoted and safe routes available, it reduces traffic congestion and promotes healthy living. Unfortunately Thorndon Quay is not very safe for cyclists.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------|---------|------------------|--------------------|
| Lord Robson | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Any improvement you make to support safer cycling is a great improvement

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Cycling is a legitimate, important and growing mode. Most roading infrastructure in car centric, and therefore put cyclist on the back foot in terms of accessibility, usability and safety

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

This is a great idea, but I plead with you to extend this concept further north to the Thorndon overbridge. I ride this section daily and when travelling northbound between David Street and the Thordon Overbridge, it is very dangerous. The angle parked cars are generally large trade utes/vans etc that block the viewing lines when they are reversing, making it impossible to see oncoming cyclist. Also many of these vehicles are long and stick out into the roadway, meaning cyclist have to enter the vehicle lane (which is usually occupied by buses). I see and experience near misses on a daily basis. Please don't wait until further policy and planning decisions are made regarding alternative routes. Safety must be considered before the cost/difficulty of change.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|-----------------|------------------|--------------------|
| Lynda Coghlan | Strathmore Park | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

The street is a very wide street and parking doesn't start till 9am so i don't see the point. The angle parks are needed as there is a lack of parking anywhere in Wellington for part timers

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

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| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------|------------|------------------|--------------------|
| Lynn Sleath | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

safest option for cyclists.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

this route was identified about ten years ago by cyclists as the number 1 problem.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

wcc needs to come up with a similar solution right through to Tinakori Road. parking restrictions would assist. also please avoid duplicating angle parking on both sides of the road as it takes up too much space.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|------------|------------|------------------|--------------------|
| Mads berry | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

I do not know about the city wide strategy so score is n/a

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

These parks are important for people who work flexibly in the city. Lots of parents. You can drop kids to school and kindy park then leave work on time to get kids at 2. You cannot do this via bike. Taking the train costs flexibly workers money. Do not take the longer parking option away even if you must reduce the parks. Also question if parallel parking of vehicles is more safe than angled? Drives manoeuvring into bike lane?

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|---------|------------------|--------------------|
| Malcolm Gunn | Karori | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Angle parking is dangerous and cannot be justified along high-use cycling routes.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

**The longer term aim should be to have protected cycleway here. This is a good low-cost interim measure.
Good work WCC!**

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| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|---------|------------------|--------------------|
| Marco Renalli | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Cars backing out of angled parks can't see riders, so riders need more space and green paint.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Change the car angle parks to parallel

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Make the speed limit 30km/h so that riders can ride in the middle of the road

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|------------------|---------|---|--------------------|
| Margaretha Lynch | Pipitea | M2Lynch Ltd. trading as Pridex Kitchens | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

With the current number of carparks there is hardly any space available during business hours. You plan to reduce the number of parks from 98 to 45. This would make it even more difficult for our customers to reach us and other businesses on Thorndon Quay.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

A designated cycleway would not make travelling safer for cyclists, if anything more dangerous as in general motorists do not look if the way is clear before opening their car doors (when parallel parked)

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

At the moment, morning clearway hours finish at 9. It would make more sense to extend this to 9.30 as people park their cars before 9 when a large number of cycle commuters are still passing through.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------|----------------|------------------|--------------------|
| Mark Coburn | Mount Victoria | PNP Cycling Club | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Very concerned about the process as it appears the Mayor has undemocratically blocked the working group. Are the cycling lanes just 2 white paint strips? Wouldn't it be better to have more and bolder green? Lanes don't connect right through so the black spots remain. Good to see some angle parking changed to parallel. We still have issues with cars parked in the morning clearway on north side. Image of child that young heading south in lane would never happen. Image of cyclists beside each other wouldn't happen and isn't safe, inside cyclist is still in the door zone and I doubt 2 could fit. Will accept what is on offer at this stage but its only really band aids for a small portion at each end of the Quay, nothing more.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|--------------|---------------|--------------------------------|
| Mark Johnston | Not answered | Not answered | Not applicable Not answered |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

I would prefer to see the cycle lanes inside the parked cars, with some physical separation. This is a good opportunity to show how this model can work as there are no driveways to be concerned with, as was the case with Island Bay.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

It's a section of road used by huge numbers of cycle commuters, it is only being made slightly safer for people on bikes. You need to be bolder and protect people on bikes more, so that you can encourage more people to choose that mode of transport.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|---------|------------------|--------------------|
| Mark Saballa | Pipitea | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

The cyclist MUST use these lanes and not the roads if this is completed. I've noticed that some cyclists still uses the main road in HUTT ROAD. If cyclists use the road even though they should be using the cycle lane, THEY MUST GET A TICKET from police.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------|---------|--|--------------------|
| Mary Self | Kelburn | Nancy's Embroidery Ltd t/a Nancys Stitch Studio | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

We congratulate the Council on recognising that the straight of Thorndon Quay from Davies Street to Tinakori Road with 150 businesses, many of which are dependent on the existing parking, is of economic importance to Wellington City and that no changes are to be made in this resolution. This is as promised in a meeting with the Mayor and Thorndon Quay Business and Building Owners. We view this 'low cost interim solution' with some suspicion as just an interim solution with the preferred option a proper cycle way on Aotea Quay or closer to the Harbour in a way that excitedly connects to the Great Harbour way. Our concern is that in the future, when faced with the high cost of the other options, the Wellington Council takes the cheaper option of extending the cycleway along the straight in a way that is detrimental to the 150 business. We note with concern that there is no change to the movement of buses in and out of the depot

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Please refer to the attached document on the following page(s) to support this submission.



Submission on Proposed Cycleway Changes to Thorndon Quay

We congratulate the Council on recognising that the straight of Thorndon Quay from Davies Street to Tinakori Road with 150 businesses, many of which are dependent on the existing parking, is of economic importance to Wellington City and that no changes are to be made in this resolution. This is as promised in a meeting with the Mayor and Thorndon Quay Business and Building Owners.

We view this “ low cost interim solution” with some suspicion as just an interim solution with the preferred option a proper cycle way on Aotea Quay or closer to the Harbour in a way that excitedly connects to the Great Harbour way.

Our concern is that in the future, when faced with the high cost of the other options, the Wellington Council takes the cheaper option of extending the cycleway along the straight in a way that is detrimental to the 150 business.

We note with concern that there is no change to the movement of buses in and out of the depot

We are looking forward to Paul Barker making good his promise in the Thorndon Quay Transport Engagement Working Group meeting on July 26, that affected business are asked to be involved in the planning and implementation so that that impact on these businesses is minimised.

We would also ask that the Wellington City Council adheres to their own bylaws and ensures that at least 48 hours notice is given to interested parties about the loss of parking while work is done. This seems to be an often ignored part of City Council projects.

We would like to comment about the Thorndon Quay Transport Engagement Working Group. The Thorndon Transport Engagement Working Group process did not adhere to the WCC Significance and Engagement Policy. While the Working Party was invited “to help shape the face of Thorndon Quay transport improvements”, the real outcome of this process was to produce a Cycleway proposal that would tick the NZTA boxes with other options being dismissed on technicalities. This is not consistent with the IAP2 Code of Ethics “We support public participation as a process to make better decisions that incorporate the interests and concerns of all affected stakeholders and meet the needs of the decision-making body.”

Thorndon Draft Issues Paper March 2017 Version 1 given out at the first meeting was an inadequate document to use as a basis for a \$4.2 Million decision.

This document was later made available to the public in this process with no changes despite the number of submissions made by the Working Party members.

The follow up Data Report has not been made available to the public. Is this because it showed that the actual reported accident rate for Cyclists on Thorndon Quay has shown significant improvement over the last 10 years and is now very low, and that there is high parking usage by the clients of the organisations along the street?

The Working Group decision making process in the Terms of Reference was not followed. The only vote was with dots on a complicated long list of options that the Working Party members were only given 30 mins to consider. The Minutes of Meeting 4, now removed from the Internet, had photos showing the options and the votes. The members were led to believe that the option with the most votes would be re-examined. This was later dismissed by the Council Officers on a technicality, without an opportunity for the group to design a way around this technicality.

The minutes for Meeting 4 state: “From the route treatment options, there is a strong preference among working group members for the following options: “

- 4B – 1 Blue Dot vote out of 14
- 6B – 1 Blue Dot vote out of 14
- 7B – 2 Blue Dot votes out of 14

How does this show a strong preference?

This misleading rhetoric has been carried forward into this process.

This meant that the three options that were presented at Meeting 5 did not incorporate the interests and concerns of all affected stakeholders. The shortlist of options presented were all potentially detrimental to businesses along Thorndon Quay and certainly did not meet the Working Party Objectives.

It is very sad that Core Values for the Practice of Public Participation have been ignored. One of which is "**RESPECT FOR COMMUNITIES**. We will avoid strategies that risk polarising community interests or that appear to "divide and conquer." "

The result of the Working Party process is that we have the Members of the Working Party representing the cycling community unpleasantly targeting the businesses that were involved through social media.

Mary Self BMS, BDes
Managing Director
Nancys Stitch Studio,
261 Thorndon Quay,
Wellington
mary@nancys.co.nz
+64 4 4734047

Appendix 1

Number of Residential Apartments along Thorndon Quay

Data collected by Leslie Brown 19 April 2017 from Apartment Entrances.

Quest Apartments - 36

Stadium Gardens - 68

Endeavour - 22

QaVtum - 30

220 (Bordeux) - 22

Total 178

Appendix 2

List of Businesses and Organisations on Thorndon Quay

Data collated by Mary Self from the Internet, Google Map and a walk along the Street.

Does not Include Hutt Road, Bunny Street and Featherston Street

1. Nancys Stitch Studio
2. Zenith
3. Hirepool
4. Mapei New Zealand Ltd
5. Cactus Swazi
6. Tactics
7. MTF Vehicle Finance
8. GarFar
9. Motor Doctors
10. Plumb Ltd Consulting Engineers
11. Focus Engineering Consultant Ltd
12. Plaster Warehouse
13. Tradestaff
14. Sport Wellington
15. College Sport Wellington Inc
16. Society of Mary Province Centre
17. Sopersmac
18. New Zealand Bed Company
19. Rapid Copy
20. Te Rito Maioha Early Childhood New Zealand Wellington Teaching Base 191A
21. Tee Property Services
22. Te Rau Matatini Ltd
23. Te Rau Design
24. Airflow
25. Curia Market Research
26. Delta Cleaning Company Ltd
27. Graphic Dimensions Limited
28. CodeClouds IT Solutions PVT Ltd
29. Xtreme Networks Ltd
30. 3M New Zealand Limited
31. Harbour Eye Specialist
32. Wellington Rugby Union
33. Wellington Rugby Ltd
34. LANtech Ltd
35. Office Hosted services
36. Crestani Communications
37. Watty Trade Paint Centre
38. Inspire Photography
39. Wellington Beds Ltd
40. Caci Clinic
41. Queen Margarets Uniform Shop
42. NZ Uniforms
43. Zowie Dee Custom Made Design
44. Chris Tennet Barrister
45. Paddington Takeaways
46. Yo Yo
47. QV Apartments
48. Maxim Financial Associates
49. Sylvester/Clark Consulting Engineers
50. Parker Ferguson
51. Golf Warehouse Outlet
52. Oakano
53. Soundline Audio
54. Canape Company
55. Etco
56. Wise Group
57. Pathways
58. Workwise Employment Agency
59. Link People
60. Te Pou o te Whakaaro Nui
61. Matua Raki National Addition Workforce Development
62. Platform
63. Arthur D. Riley & Co. Ltd
64. Lighting Direct
65. TQ Café
66. Endeavour Apartment building
67. Capital Vineyard Christian Fellowship
68. Map Shop
69. Core Education
70. Pridex Kitchens
71. Stadium Gardens Apartments
72. NZDDA
73. Pack Send
74. Thorndon Fire Station
75. Mary Potter Hospice Shop
76. AWF
77. Creative Showoff
78. Resene ColourShop
79. City Fitness
80. ECC
81. Quest on Thorndon
82. Pipitei Marae and Function Centre
83. Port Nicholas Block Settlement Trust 1 Thorndon Quay

- | | |
|-----------------------------------|---|
| 84. East Day Spa | 121. Babycity |
| 85. Guthrie Bowron Thorndon | 122. Sheridan Factory Outlet |
| 86. Target | 123. Early Settlers |
| 87. Wool Store Management | 124. VTNZ |
| 88. Big Save Furniture | 125. Beaurepaires |
| 89. Bo Concept / Citte | 126. Development Site – 2 retail shops, Childcare Centre, 3rd Level Offices |
| 90. Palazzo Kitchens | 127. Wellington Dance |
| 91. Le Marche Francais | 128. Promo House |
| 92. Architecture HDT | 129. Bedstop |
| 93. BP Oil NZ Ltd | 130. BedsRus |
| 94. Factorial | 131. Bridgestone |
| 95. DNA | 132. Prodrive Golf Shop |
| 96. Allen + Clarke | 133. Brownies Mattress Direct |
| 97. Export Plus Ltd | 134. ServicePlus |
| 98. Simple Accounting Services | 135. Tui Group |
| 99. Hafele (NZ) Ltd | 136. NZ data Infrastructure Specialist |
| 100. Patina Jewellery | 137. Midas |
| 101. Wellington Phoenix FC | 138. City Timber Ltd |
| 102. Amazing Acom | 139. Instinct Fitness |
| 103. Luca Hairstyling | 140. Simply Steel |
| 104. Colorado Traders | 141. Master Electricians |
| 105. Spire Branding | 142. ECANZ |
| 106. Dick & Jane | 143. Bordeaux Bakery and Brasserie |
| 107. Lotto NZ | 144. 5 th Avenue Chambers |
| 108. Overtones Beauty Therapy | 145. Sland Children Services |
| 109. Refresh Renovations | 146. Thorndon Eye Clinic |
| 110. Leiko Residential Architects | 147. Spark Business Hub |
| 111. Thorndon Green Gardens | 148. Loo and Moore Ltd |
| 112. Celebration Church | 149. Carpet Court |
| 113. IRIDE | 150. Glengarry |
| 114. Bedpost | 151. Te Puna Reo o Nga Kakano Child Care |
| 115. Rug Direct Shop | 152. Trade Partners |
| 116. Capital Gateway | |
| 117. Freedom Furniture | |
| 118. Ezibuy | |
| 119. T&T | |
| 120. Kid Republic | |

Appendix 3

Angle Parking is dangerous for Cyclists on Thorndon Quay

Fact or just a perception?

Years 2011 – 2016

27 crashes involving cyclists

An average of 4.5 accidents per year out of approximately 137,000 Cycle Journeys* (.003%)

4 of these were serious

7 occurred at Intersections

6 involved left turning cars – at least 1 was a cyclist overtaking on the left – maybe to do with angle parking

4 involved cars turning right or doing a U-turn – 1 was serious

3 involved pedestrians – 1 was serious

1 involved a cyclist on the footpath and a car coming out of an access way

1 involved a car manoeuvring north of Sar St (no angle parking)

5 involved a car door opening and hitting the cyclist (from parallel parks) – 2 were serious (50% of serious accidents)

0 involved cars backing out of Angle parking

These figures show that Parallel Parking is more dangerous for cyclists than Angle Parking along Thorndon Quay.

The reason may be that because Angle Parking is perceived to be dangerous – both cyclists and motorists are more vigilant and careful – which is good. Motorists in parallel parks are more oblivious to the danger.

These figures are from page 30 of the Northern Connection – Thorndon Draft Issues Paper March 2017 Version 1

**Appendix A: Transport Count Data of the Northern Connection – Thorndon Draft Issues Paper March 2017 Version 1
2016 Cycle Counts Tinakori Road/Hunt Road*

Assume these figures are a daily rate as this is not stated anywhere

Total Cyclists: Week Days = 277(AM) + 20(IP) + 210(PM) = 507

Weekly = (507 x 5) + 102(Sat) = 2637

Annual = 2637 x 52 = 137,124 Cycle Journeys

Further to these figures being calculated, comparison figures of normalised cycle crash rates for Thorndon Quay, Adelaide Road, Evans Bay Parade and Hutt Road show that the crash rate for Thorndon Quay has reduced since 2007, and that Thorndon Quay is safer than Hutt Road, and very much the same as the other two routes reported.

Why was the 2015 cycle injury rate much lower

There were 2 reported cycle crashes, with 1 injury. A possible explanation may be, that as most cycle accidents happen during morning and evening peak traffic times, in 2015 we experienced significant traffic congestion at peak times due to road works on the motorways. Now that there are the extra lanes on the motorways, there is significantly less congestion – so traffic is travelling faster at these peak times.

These figures are from page 59 - 61 of the Northern Connection – Thorndon Draft Data Report May 2017 Version 1

Appendix 4

Near-Miss Accident Reporting System

A significant reason that Aviation Travel is so safe is that they follow a very rigorous Near-Miss Accident reporting and evaluation system.

Encourage Easy and Confidential Reporting of Cycle Near-Miss Accidents

Smart Phone App for reporting by 2 or more participants or witnesses.

CTV cameras to substantiate and to allow for independent analysis of incident.

Posters and Street Signs to educate public of the System. (This, in itself, may encourage more awareness of cyclists and greater safety)

To encourage participation there will be no prosecution for anyone reporting a Near-Miss Incident.

This should be put in place before any changes on Thorndon Quay are made so that results before and after can be monitored so supporting the SMART objectives.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| Matt | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

I cycle in everyday on this route. Coming into Wellington there is no risk as a clearway is enforced. Heading out of the city in the evening is risky as cars are too long for allocated parking as they impede onto the road. Additional cars leaving car parking buildings have line of sight impeded by the angled parking. Rather than taking away parking, maybe have a clearway enforcement in the evenings for the rush hours.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

This is a good step but what is the long term strategy as it all needs to join up. At the moment there is likely easier, cheaper solutions until an end to end plan is developed.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

201

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|------------|--------------|------------------|--------------------|
| Matt Isaac | Churton Park | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Like many other cyclists commenting on here that use Thorndon Quay, I would like to say the area this proposal covers is NOT the problem, the problem is on the North side of Thorndon Quay from Davis St to Tinakori Rd, that is damn scary from 5-6PM, there is no space, vehicles reversing blind and nowhere to go it is very unsafe. Do something about this instead please.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------|----------|------------------|--------------------|
| Matthew W | Brooklyn | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

The road is used by few cyclists compared to motorists and cyclists should not have a disproportionate amount of space on the road. There is no problem with the road in its current form, and the whole exercise is a WOFTAM. Also I note that respondents are given 2 options to support the cycleway, but only 1 to oppose it, so the WCC are loading the question to get the answer they want.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

The road is used by few cyclists compared to motorists and cyclists should not have a disproportionate amount of space on the road. There is no problem with the road in its current form, and the whole exercise is a WOFTAM. Also I note that respondents are given 2 options to support the cycleway, but only 1 to oppose it, so the WCC are loading the question to get the answer they want.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

The road is used by few cyclists compared to motorists and cyclists should not have a disproportionate amount of space on the road. There is no problem with the road in its current form, and the whole exercise is a WOFTAM. Also I note that respondents are given 2 options to support the cycleway, but only 1 to oppose it, so the WCC are loading the question to get the answer they want.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------|---------|------------------|--------------------|
| Melanie | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Happy for cyclists to be separated from both pedestrians and drivers, but not happy about losing the 10 hour parking here. I mostly bus and walk to work, but on days when I need to take my car, because I have a hospital appointment for example, this is the only place I can find a long term park near work. These parks are well-used, and I don't understand why the 10 hour limit has to change.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not answered

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|--------------|------------------|--------------------|
| Melanie Dingle | Johnsonville | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

Due to the clearway there is already plenty of space for cyclists during peak traffic time heading South. There are not enough carparks in or near the city centre so removing 50 will not help this situation. This is one of the few areas near town where you can park for longer than 2 hours. For many families who drop kids to school prior to going to work this is an extremely useful carpark - due to the clearway you can get a carpark after 9am - which you cannot do elsewhere and can then stay all day. The introduction indicates this will make bus journeys quicker - if any impact it will slow bus times due to the removal of the clearway.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

My husband cycles to work so I do support making cycling safer but this is not an area I see any benefit would be derived. How about looking at making the Ngaraunga Gorge safer for cyclists?

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

205

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------|---------|------------------|--------------------|
| Michael | Miramar | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------|------------|------------------|--------------------|
| Michael | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

As an interim measure, it's good. Ideally in the future the cycle lanes would be separated from the vehicle lanes by a kerb but at this stage, it's an improvement and it will allow this to happen in the next few years

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------|--------------|------------------|--------------------|
| Michael | Johnsonville | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

This either needs to be interim with a solid date for a full solution, or done properly (wide protected cycle lanes as one of the busiest cycle routes in Welly), we cannot allow an interim solution to default into permanent.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Reduce the speed

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------|---------|------------------|--------------------|
| Michael | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

I'm a cyclist that use this route and support any improvements. This isn't the stretch along Thorndon Quay that I feel unsafe. The current clearway in the morning means the angle parking isn't an issue and it feels like there is room along this section of road to retain the parking. If you were proposing to add a longer bus lane then I'd support the angle parking changes

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

209

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------------|----------|------------------|--------------------|
| Michael Faherty | Hataitai | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

210

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|----------|------------------|--------------------|
| Michael Flyger | Thorndon | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes, but with changes

Comments:

Angle parking is the main hazard along this stretch

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------------|---------|------------------|--------------------|
| Michael S Jones | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

I feel that this particular section of this road is a good start, a similar approach to the entire journey from lower hutt to the CBD could provide an actively resolved commute. Lots of small great improvements is better than waiting years for larger ones that may or may not be successful.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

I try to commute 4+ out of 5 trips to my job each week. The commute by car is mind numbingly slow. Supporting more cyclists is beneficial for the future of Wellington.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|---------|------------------|--------------------|
| Michelle Rush | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Dedicating more of the road space to cyclists is a slight improvement. However what is proposed does not go nearly far enough, and worse, it fails to address the most dangerous parts of this route: the lethal angle parking in the section of Thorndon Quay between the Tinakori Road intersection and Davis St (which is variously on one or both sides through this section.) The proposal also fails to take the opportunity to place the cycle lanes inside of the parked cars on a proper separated cycle path. This means that the LOS is not conducive to a level which will encourage less confident riders, like my two teenage daughters, to ride their bikes. Improve this option by placing the cycle lanes inside the parked cars on a raised path (move the kerb out in other words) and separate pedestrians from the cycle way through different paving as has been done on the new segment of Hutt Road cycle way north of the Aotea over-bridge. In addition, include beautification around the Thorndon gateway precinct - these two things will encourage both pedestrians and cyclists to visit the businesses at this end of Thorndon Quay, particularly on the weekends when leisure cyclists and walkers are out in force.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

It is dismaying that WCC is starting work on a segment of Thorndon Quay that is not the section that urgently needs safety improvements. Will someone have to die before you see sense WCC? Improvements to Thorndon Quay are an essential part of a safer city-wide network. I am very concerned that this proposal has not only seen work halted on the most dangerous section of Thorndon Quay, and that what is proposed here are only minimal safety improvements for the segment south of Davis St. What also makes no sense is that the reason given for this U turn on the former priority afforded the whole of Thorndon Quay-Hutt Road is because of the Get Wellington Moving project, which it says might look at 'other options' from Kaiwharawhara to the city. Flawed thinking on two counts: a) Get Wellington Moving always included options to improve Thorndon Quay; and b) this ignores the reality that Thorndon Quay is the main access way for cyclists and many walkers from north Wellington suburbs: Your own data notes that a) It's one of the busiest cycle routes in all of Wellington; and that b) 80% of cyclists continue from the Hutt Road along Featherston St with only 20% turning off towards the Quays. Almost everyone I know who cycles from Ngaio (where I live) to town is in that category. Furthermore, there is already a safe route from Thorndon Quay to the water front: the stadium flyover - I use it frequently to get across to CentrePort and the Custom House and the Regional Council. A perfect cycle route from Thorndon Quay to those offices! What is proposed here is inconsistent with achieving an integrated cycle network and what WCC's own cycle strategy requires: that cycle ways achieve a LOS score that provides for increased uptake in cycling (i.e. new, more cautious cyclists being encouraged to use this transport option). It is inconsistent because whilst WCC have, and are continuing to make excellent improvements to the Thorndon Quay cycle way north of Aotea Quay, yet now we find that this is going to 'run out' and instead part of the route has a proposal put forward that does not achieve the same LOS. This section **MUST be built to a higher LOS standard consistent with the work being done further north on Thorndon Quay, and work on the extremely dangerous section from Tinakori Road to Davis Street must also be restarted as soon as possible.**

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

I wish to provide a personal story to illustrate why I am dismayed that this proposal gives priority to improving the section of the route with the least safety risk and why I believe it is essential that the Hutt Road Thorndon Quay cycle way and associated pedestrian improvements be expedited and completed as soon as possible achieving the LOS score that the WCC's cycling strategy calls for. For the past nine years or so I have used a car for my travel to town for work purposes (I work from home and travel off-peak mostly - public transport is too infrequent to make using that an off-peak option). I recently bought an e-bike, and this has now replaced my vehicle. As a 50 something woman who is allergic to lycra, I fall in the category of "cautious cyclist." Whilst I am greatly enjoying my e-bike, the worst part of my journey is not the Mulgrave St to Davis St section of Thorndon Quay, but the Davis St to Tinakori Road section of Thorndon Quay. Because I am usually cycling off-peak either to or from town I have to bear the brunt of the extremely dangerous angle parking on Thorndon Quay south of the Tinakori Road intersection. It is very stressful having to constantly watch out both for cars reversing blindly out of the parks whilst having to be forced out into the centre of the traffic lane because large vans and 4WD's protrude into the marked cycle lane crammed alongside the angle parks - and I refuse for safety reasons to travel so close to parked vehicles in any case when you cannot see what might be reversing out because sight lines are often blocked by large vehicles in these parks, trade vans and the like. As a result, I have frequently had buses and other fast moving traffic on my tail this section, and whilst I will a) pull left where I can to let them pass and / or stop and allow a vehicle to reverse out of a park when I see it (I like to be a courteous cyclist), it's not always possible to do either! I am wanting to encourage my teenage daughters to cycle. But neither of them are particularly keen, and I am stopping short of pushing them because I know that as 'off-peak' cyclists travelling to town for leisure (my youngest) or study (my oldest) they will have to run the gauntlet of this lethal section of road. If Hutt Road - Thorndon Quay route was finished to a consistently high safety standard (as in, designed for the 'cautious cyclist') all the way to the 30km / hour section in the middle of town, I would be doing a lot more to encourage my teens to get back on their bikes and out the door. The safety issue is for vehicles too: I hate stopping at the Thorndon Quay shops because the parking is badly designed angle parking - don't know how many times I've almost hit something trying to back out. I avoid shopping on this section if I can because the parking is so dangerous. Interestingly, the second day after I got my e-bike, I stopped and shopped at a number of the stores along Thorndon Quay on the way home because I could simply park my bike up, not pay a charge, and not have the hassle of then trying to back out directly into traffic, much of it trucks and buses. I spent money in other words. Not sure which businesses along there don't want a dedicated cycle way and parallel parking replacing what's there. If I was a business I'd be screaming out for one, and making sure I put a bike rack in front of my shop besides. I drove my car for nine years because it was too easy for me to do, and too hard to do something else (until they invented e-bikes to deal with hills when one is not at a 21 year old's level of fitness anymore). To change people's behaviour WCC needs to start connecting up its cycleway efforts with a range of other initiatives: parking should not be permitted where it risks the safety of other modes especially cycling. It needs to be short stay and always charged for. Roads are a public resource - use of roads for private vehicle parking is not a right it's a privilege. It's high time WCC worked with GWRC and instituted congestion charging and/or other measures to reduce single-occupancy vehicle use for commuting. WCC's own figures say of the 9000 cars travelling south of Tinakori Road at peak hour 80% are single occupancy. Imagine halving that number to 4500 by doubling the number of passengers? There wouldn't be a 'peak hour.'

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|-----------------|------------------|--------------------|
| Mike Simpson | Strathmore Park | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

Wellington is lacking in parking at the moment with people turning away from the city due to this. The minimal people that currently cycle will not grow to a point that makes this a viable option. Businesses and residents are already suffering from cycling changes the Council has already implemented. Cycle usage has not increased in these areas as safety has decreased with the poor designs and Council thinking their round pegs will fit in the community's square peg areas. Wide roads make for safer environments for all. After the fact cycle lanes reduces this considerably.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

Cyclists seem to cope perfectly fine as the road is. The only time there seems to be a problem is on the weekend when groups of cyclists ride two to three abreast.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Get priorities in order. Fixing the areas that constantly flood would be a start.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------|---------|------------------|--------------------|
| Mollie | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

I'd say most cyclists are commuting to get into work by 9am, in which case the clearway from 7-9am is already in place for them to safely ride along that stretch of road.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

It's important in places that don't already have safe options for cyclists. But that is what the clearway provides so perhaps looking at improving those roads with no cycleways is a better use of time and money

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|---------|------------------|--------------------|
| Naomi Peacock | Newtown | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

I think bike lines on TQ are long overdue. I am always worried about getting 'doored' biking down the street. It will make people more aware!

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------|--------------|------------------|--------------------|
| Nashwa | Churton Park | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

I think the cycleway is important but not at the cost of the 10 hour parking. What research has the council done into the people who use those parks - parking anywhere in the city is extremely expensive but some people who work need those parks. In this case, the Council should not favour or prioritise the needs of cyclists above those who use the parks. Keep the parks as 10 hour parks at the same rate.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

There is no need to change the parks from 10 hour to 2 hour parks - this is simply an opportunity for the WCC to collect more revenue - shameful.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------|----------|------------------|--------------------|
| nathan rose | Thorndon | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

parallel parking is dangerous for cycling.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

i prefer the island bay layout.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

hurry up and put cycle lanes in, as far as the tinakori road intersection where the existing facility ends abruptly.

Thorndon Quay consultation
Submission

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| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| ND | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes, but with changes

Comments:

I suggest extending cyclepath or at least making the cycle lanes kerbside

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Is their any consideration to a clearway during the evening peak

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------------|----------|------------------|--------------------|
| Neville Henderson | Newlands | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Until people's safety is prioritised, then Thorndon Quay will continue to be one of the most dangerous stretches of road in the city for vulnerable road users. Be brave. Address people's concerns about parking availability (ignoring it isn't going to make the concerns go away) and come up with a integrated solution for Thorndon Quay that will make it safer and more livable for everyone. Fix all of Thorndon Quay now!

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Maintaining the angle parking on Thorndon Quay not only limits the space available for safer road design options, but looks and feels unsafe to cyclists. The presence of angle parking will continue to be a barrier to new cyclists braving this route.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

You say that further work to make Thorndon Quay safer for people on bikes is possible in the future. In the meantime, cyclists from the Northern suburbs have no safer option but to use Thorndon Quay, knowing full well that everyone agrees that this is one of the most dangerous stretches of road for cyclists in the city (it has the highest total number of recorded crashes involving cyclists for seven of the last 11 years). Yes, by all means, look at alternative routes along the waterfront. And continue to investigate the three options that the Thorndon Transport Working Group came up with to improve Thorndon Quay. Be brave. Address people's concerns about parking. Invest in comprehensive data on parking availability (not just the number of car parks) and come up with a integrated solution for Thorndon Quay that will make it safer and more livable for everyone. Fix all of Thorndon Quay now!

Please refer to the attached document on the following page(s) to support this submission.

Thorndon Quay Submission

Neville Henderson, Newlands

(Cyclist, pedestrian, bus passenger, Thorndon Quay shopper, self employed contractor, husband and father of two future cyclists).

I would like to make a submission in person.

Until people's safety is given a higher priority than concerns about car parking availability, then Thorndon Quay will continue to be one of the most dangerous stretches of road in the city for vulnerable road users. Painted 'bike lanes' on a small section of the route will do little to protect people from the factors causing recorded crashes involving cyclists on Thorndon Quay¹:

- doors being opened into the path of a cyclist
- being sideswiped by cars turning left
- Pedestrians stepping onto the road in front of cyclists
- Being hit by cars turning right or undertaking U-turns.

Maintaining the angle parking on Thorndon Quay not only limits the space available for safer road design options, but looks and feels unsafe to cyclists. The presence of angle parking will continue to be a barrier to new cyclists braving this route.

You say that further work to make Thorndon Quay safer for people on bikes is possible in the future. In the meantime, cyclists from the Northern suburbs have no safer option but to use Thorndon Quay, knowing full well that everyone agrees that this is one of the most dangerous stretches of road for cyclists in the city (it has the

¹ Northern Connection - Thorndon Draft Issues Paper (March 2017) Version 1 - p.30

highest total number of recorded crashes involving cyclists for seven of the last 11 years²).

Yes, by all means, look at alternative routes along the waterfront. And continue to investigate the three options that the Thorndon Transport Working Group came up with to improve Thorndon Quay.

Be brave. Address people's concerns about parking (ignoring them isn't going to make them go away). Invest in comprehensive data on parking availability (not just the number of car parks) and come up with a integrated solution for Thorndon Quay that will make it safer and more livable for everyone. Fix all of Thorndon Quay now!

² Northern Connection - Thorndon Draft Data Report (May 2017) Version 1 - p.59

Thorndon Quay consultation
Submission

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| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| Nic | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------|---------|------------------|--------------------|
| Nick Warren | Tawa | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

This road NEEDS bike lanes, but the solution proposed be of no value to cyclists. The dangers currently for cyclists come from cars pulling in and out of car parks without looking, and other drivers passing too close - this measly bit of paint does not help alleviate those risks. A separated cycle lane, kerbside, with something physical between the road and the bike lane is a must. This is a high volume route for cyclists and I've seen accidents on it which will continue to happen if your proposed solution goes through.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

High volume of cyclists go through this route to work, it needs a proper bike lane.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Well, it should go all the way to Tinakori Road for starters! As mentioned above, it really should be a separated bike lane to have any value.

| | | | |
|-------|----------|------------------|--------------------|
| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
| Nigel | Newlands | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

I currently use this area to cycle to and from work in peak hours. I support the intent of this proposal but believe further improvements are required. I know this is an interim solution, but better to do this right the first time. Even if a waterfront cycle lane is eventually created, I would still use Thorndon Quay to get to work as it is a shorter journey for me to get to work. I recommend the following improvements: (1) Extend cycleway across the whole of Thorndon Quay (there are highly dangerous angle parks in the section leading up to Tinakori Road), (2) Cycle lane should be kerbside - this is much safer than on the outside of parked cars. I am worried that the journey home (northbound) will be just as hazardous as it currently is, due to the risk of drivers opening their car door onto the cycleway. Will it take a cyclist being killed or seriously injured, before the council will act? (3) Remove flush median strip. There would be sufficient room for parking and protected wide kerbside cycle lane if this was removed.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Cyclists who use this route come to and from Hutt Road. This needs to be a viable safe route to encourage more people to cycle to work. Even with a new and improved Hutt Rd cycle lane, people won't ride to work if Thordon Quay is unsafe.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

The northbound journey along Thorndon Quay is easily the most dangerous part of my daily commute. Cyclists have no protection along this area and cars are often too big for the angle parks forcing cyclists to ride in the vehicle lane in front of cars. However I recognise the need for businesses to have parking along this route so there is a better alternative. In my view, there would be enough room for parking and a protected cycleway if the flush median were removed.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|--------------|------------------|--------------------|
| Oli | Churton Park | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

I find the parking as currently provided extremely valuable. The only option available to us is to drive to the city after doing the school run. At this time most Wilson parking areas are full and most on-street parking spaces are 2h (not suitable for using for 9-4). What work has Council done to identify the demographic of parkers? Are we supporting cyclists to the cost of parents?

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------|--------------|------------------|--------------------|
| Ong Su-Wuen | Johnsonville | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

The current problem with Thordon Quay for cyclist is that there is no clearway on the Western side (ie northbound) during the evening rush hour. And the major problem is not between Davis and Mulgrave Streets but between Davis and Tinokori Road. There needs to be a clearway on the northbound route during the evening rush hour. I speak from experience having been hit by a reversing vehicle coming out of one of those angled parks at around 6pm. So an evening clearway on the northbound route is the first priority. No harm in the proposal to change the angled parks to parallel parks on the southbound route but it isn't as important.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

As mentioned above, the morning clearway on the southbound side means changing the parks isn't such a priority. Still, good to have, I suppose.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--|---------|------------------------|--------------------|
| Patrick Morgan, Cycling Action Network | Te Aro | Cycling Action Network | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

We support the plan, but it does not go far enough. It leaves a giant gap in Wellington's cycling network, between Davis St and the Hutt Rd.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Thorndon Quay is a main commuting route, has a high crash rate, and therefore needs high quality cycling infra.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Curtailing the Thorndon Quay community design process was poor form from the Council. It undermines goodwill and has led to suboptimal designs.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|---------|------------------|--------------------|
| Patrick Wilkes | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

As it stands these changes are at best a marginal improvement over the current road layout. To acknowledge the positive aspects - the removal of the 10 hour angle car parks is a step in the right direction. There is no reason for vital space on this main route into town to be taken up with commuter parking. Replacing them with 120 minute car parks seems unnecessary though - there is already ample off-street parking for the shops and businesses in this area. But putting the new cycle lanes directly in the door zone of the parallel car parks is just unbelievable - it borders on irresponsible for council to put in a cycle lane that would actually be dangerous for people to use. I don't understand why you've retained the median strip between Moore Street and Davis Street - if you got rid of this you would have space to put in a door zone between the cycle path and the parallel parks. Alternatively if you remove the parallel parks altogether you could retain the median strip and put in protected cycle lanes. As is stands these unprotected lanes are barely an improvement. You are also clearly keeping costs down with minimal use of green paint - people driving along here would be forgiven not not even noticing that the cycle lanes existed.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

There is very little point making isolated changes - people cycle to get from one place to another, and they will only make that journey by bike if they are comfortable for the whole route.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Thorndon Quay is part of NZTA's Wellington to Hutt Valley Walking and Cycling Link. It is such a shame that council decided to walk away from the extensive consultation and community engagement that it ran on Thorndon Quay before the working group that it set up was able to report, and this proposal suffers from having been prepared by council in isolation. Thorndon Quay desperately needs to be improved along its whole length, and I urge council to grasp the nettle and get on with it.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| Paul | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

The bike lane is too close to parked cars, and not wide / obvious enough.. There is a risk of "dooring" and / or being taken out by cars leaving parks - who often don't look for cycles. These changes are cosmetic and will do very little to improve cycle safety, and therefore patronage.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

this is the main route to the Hutt for cycles. If WCC is serious about cycling as transport, it needs to make more of an effort with Thorndon Quay. It is presently a very dangerous area. Parking should be removed at peak hours (i.e. before 9.30 am and after 4pm) as cars leaving parks are the main hazards. More people would cycle commute if Thorndon Quay was made safer for cycles. At present it is very hazardous. The proposal does not deal with the highly hazardous angle parking on the west side of Thorndon Quay between Davis Street and Tinakori Road.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not good enough to resolve the issues that prevent cyclists from using this route.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|---------|------------------|--------------------|
| Paul Le Comte | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Any increase in cycleways is a good move, but swap the cyclists & parking about. Put the cars that sit & do nothing next to the traffic. Put the precious humans inside next to the footpath. This is international best practice.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

As above, swap the parked cars & the cycleway. Parked cars next to the traffic, people next to other people.

Please refer to the attached document on the following page(s) to support this submission.

HUMANCENTRIC URBAN DESIGN WESTVAN CYCLEWAYS

HUMAN

INANIMATE OBJECTS

VEHICLES



| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------|---------|------------------|--------------------|
| Paul M | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Wellington is a great place to cycle, I support improvements to make it safer and more enjoyable. I'm also a driver so don't like losing carparks, but the angle parks at the the northern end of Thorndon Quay aren't safe for drivers or cyclists. The poor visibility makes reversing out dangerous, and long or reversing vehicles are hazardous to cyclists and drivers alike.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|------------|------------------|--------------------|
| Paul O'Connell | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

This is fine as far as it goes, but it's the least dangerous section of the route, the problems you're fixing aren't really problems, and it seems to me that it's a bit of a waste of time. I ride this route every day and the problematic area is the northbound section north of davis street. It also seems that the only way you're going to satisfy the people who want carparks there and the people who want to not get hit by said car (I know who I side with) is something along the lines of the setup that Freedom furniture has - they should pay for them.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Angle parking is diabolically dangerous for cyclists. This route has valid alternatives for motorists (tinakori road and aotea quay) but neither of those are safely passable for cyclists.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------------|-----------|------------------|--------------------|
| Pete Burtonwood | Wadestown | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

This is a part-solution for a road that has, by usage, become an arterial route. the parking of cars, utes and vans on arterial routes compromises efficient traffic movement.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

The sooner there is a contiguous cycle network through the city the better.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Only a part-solution to the cycling hazards in Thorndon Quay. It appears to be a weak sop to those with vested commercial interests.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|---------|------------------|--------------------|
| Peter B Karori | Karori | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

All angle parks on the stretch from the motorway to the Railway station need to be removed on both sides of the road.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

It is crazy to spend good money on a half baked cycleway as the full area needs to be no angle parks. The city needs to ensure that no angle parks are used on access roads. The fact there is plan for Aotea Quay just highlights the situation. I do not accept that the Lets get Wellington moving will result in anything concrete being done. To date this group has achieved very little. We need progress now. As you will acknowledge there is no current plan cycle enhancement for Aotea Quay.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

The proposed plan is short sighted and lacks vision and I can confirm I will not use this route now or in the future due to the angle vehicle. The vehicles protrude into the cycle lane that is currently there.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------------|---------|---------------|--------------------|
| Peter Northcote | Pipitea | Not answered | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

No objection to the bike lanes and parking realignment. However, the loss of parking spaces together with the change to 2hr limits weekdays and Sat mornings will negatively impact convenient trades access to the apartment buildings on the corner of Davis Street, and further erode parking amenity value to these buildings which are under serviced with residents carparks, and where street parking availability and duration has been eroded over the years. Eg, Stadium Gardens used to get resident parking stickers, the new WFA bays on Davis St, and now casual parking on Thorndon Quay for overnight Friday and Saturday mornings will disappear, and it will be even more difficult for trades vans to park and service those buildings. Suggest the affected parks on east side of TQ have a min 4hr time limit. The loss of the 10hr parks, used as day parking by people missing on coupon parking will also exacerbate pressures/compliance on nearby streets.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

I suggest you give serious consideration to putting the south bound cycle lane onto the footpath grade from approx Davis St to Mulgrave St, this would allow retention of the angle parks and current parking limits avoiding many of the issues raised above.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|---------|------------------|--------------------|
| Peter Prichard | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Overall I'm supportive of improvements to the corridor and measure that make the corridor safer and more pleasant for sustainable forms of transport. As a daily cyclist along Thorndon Quay I find the angle parking dangerous, as longer trade vehicles (utes) protrude into the laneway, particularly on the Western side. Parking restrictions at peak cycling times would improve safety. Any interim measure should build on the longer term vision for Thorndon Quay as a sustainable transport corridor and shopping precinct.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Thorndon Quay is Wellington's a vital link to all of the Northern suburban's of Wellington City, the Hutt Valley and wide region beyond. To ensure the region prospers in the 21 century the city, with healthy citizen, regional cycle networks and tourism, minor lane remarkings is the least the Council can do to ensure citizen over the next ten years start embracing more sustainable modes of transport. Currently Thorndon Quay is one of the more dangerous areas of my commute, because of the angle parking, wind gusts, tight sections.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|---------|------------------|--------------------|
| Peter Ramage | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Place the cycle lanes between the parked cars and the footpath, so that they are protected from traffic.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

this is the single heaviest used cycle route in wellington, with up to 1600 movements each way, and currently provides a very unclear and risky environment

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|---------|------------------|--------------------|
| Peter Steven | Newtown | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

I think a two-way cycle lane should be considered, it would connect with the current Hutt Valley Road one which is also due for a serious upgrade

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Currently cycling this stretch feels very dangerous because of all the angle parking. The drivers can't see cyclists when they pull out.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

I think a two way cycle way should be considered because they are the best kind of cycle way for cyclists. I have used many around the world and it's so much better to be completely seperated from traffic. Consider this: angle parking or parallel parking on the West side of the road, seperated two-way cycle way on the east side of road which would eventually join the two-way Hutt Valley Road cycleway. This is probably THE major cycle route in Wellington which connects so many people living in the Hutt. It would be great to get it done right the first time, a safe link between the Hutt and the CBD would see so many more people choosing to bike in I reckon. Currently the whole stretch from Petone to the CBD is dangerous and dire.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------|---------|------------------|--------------------|
| Peter Woods | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

As a cyclist I would prefer the angle parks to stay retaining the 10 hour limit. Those parks are all filled in the morning and you very rarely get cars backing out in the morning. Morning is when the bike traffic is actually moving this way, so its safer than having 2hr parallel parking which would mean more likely that you would encounter moving cars and car doors

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

the removal of parallel parking outside capital gateway will be helpful. Having a better cycle friendly method of getting from thorndon quay to Kate sheppard street would benefit a lot of cyclists.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

keep the 7-9 clearway, remove parallel parks, retain angle parks, paint better cycleway lines

Thorndon Quay consultation
Submission

238

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------|-----------|------------------|--------------------|
| Philippa | Roseneath | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

We need the 10 hour parking for people that work down this end of town

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

the biking is fine along this road as it is

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

239

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------|-----------|------------------|--------------------|
| Philippa | Wadestown | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Please put signals at the Tinikori Road intersection. It's an incredibly dangerous intersection for pedestrians.

Thorndon Quay consultation
Submission

240

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------------------|--------------------|---|-------------------------|
| Philippa Cuthbert, NZAA | Wellington Central | The New Zealand Automobile Association Incorporated | Not applicable/answered |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

This submission is made by the Wellington District Council of the New Zealand Automobile Association. The District Council represents over 190,000 members. The Wellington District Council has considered the proposed changes and do not support the proposals, we are not confident on how it fits into the overall plan for the inner city and would like for this proposal to be investigated further.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not answered

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

241

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|---------|---------------|--------------------|
| Phillip Hendry | Other | Not answered | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

I cycle every day on this route. So long as a clear-way is enforced during peak times, there is little need to alter the parking

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

I generally do not have issues through here however thought should be given to bus stop placement and cyclist, particularly where the road narrows.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------------|------------------|--------------------|
| PW | Kaiwharawhara | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

The worst pinch point at the bottom of mulgrave Street has not been mentioned. When leaving the city this spot has 2 lanes merging to 1, traffic entering from your left, and cars stopping on yellow lines on your left.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

243

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|---------|------------------|--------------------|
| Rachel Musther | Newtown | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

I would like to see better protection for cyclists. Road-side cycle lanes are good for commuters but not for curious or casual cyclists.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

This is a key route for commuters travelling from the Hutt Valley/Ngauranga to the city.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------|--------------|------------------|--------------------|
| Rachel R | Churton Park | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

I do not support the change. The current parking is a clearway till 9am anyway, so I do not see the impact it will have. Taking carparking away seems silly, already there are limited options for parking this end of town especially for working mothers like myself.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

the area is already a clearway till 9am, I therefore see little impact of the change. Parallel parking I think will make it more dangerous for cyclists and impede traffic flows.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

The proposed change will have little impact on cyclists. The area is already a clearway and a very wide area of the road. It is currently a good area for parking and will lead to further congestion in the centre if removed.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|-----------|------------------|--------------------|
| Raymond Kemp | Woodridge | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

The lanes should be painted green. There should be signs placed regularly saing "Give way to cyclists on the cycle lane"

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Cycling infrastructure in Wellington is still evolving. There are numerous dangerous areas for cyclists who commute. A key need is signage in order to educate drivers about the rules when sharing the road with cyclists.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Remove unnecessary parking in order to reduce the risk. Include signs indicating to give way to cyclists to avoid cars cutting across cyclists in order to enter a carpark or driveway.

Thorndon Quay consultation
Submission

246

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|----------|------------------|--------------------|
| Reimo Geerts | Newlands | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|------------|---------|------------------|--------------------|
| Rhedyn Law | Newtown | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

It is important to connect the Hutt Road upgrades to the central city. The proposed changes do very little to improve safety for walkers and cyclists along Thorndon Quay. There needs to be a prioritisation for moving people over parking on key routes. What you are proposing doesn't make any substantial change to the existing scenario. While seperated cycleways are certainly the preferred outcome, as a bare minimum, the changes should extend to clearly identifying the cycleway by using colour to distinguish it from the rest of the road surface. Too many vehicles completely ignore existing cycleways, in part because they are not visible enough.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|-----------|------------------|--------------------|
| RhysH | Northland | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

The objective should be a continuous cycleway in both directions from Hutt Road to the CBD

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

I have had several near misses on this section of road and have witnessed several serious accidents

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Consider building a cycle/pedestrian ramp from Thordon Quay (opposite Davis St) over the railway to connect into the stadium concourse. To the North this could connect into a two-direction cycleway along Thorndon Quay to the Hutt Rd cycleway. To the South the concourse already connects via ramps onto Waterloo Quay and the waterfront.

Please refer to the attached document on the following page(s) to support this submission.



Thorndon Quay consultation
Submission

249

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|---------|------------------|--------------------|
| Richard Kyle | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

as a cyclist anything to improve this stretch would be welcome especially on the northern section due to cars parked at the end of the day..door..ouch!

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|---------|------------------|--------------------|
| Richard Kyle | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

similar to the route into the city, a clearway from 4:30 - 6:30pm, would be far more safer - car doors are a key issue and the sight lanes need enhancement. Furtehrmore this should be extended to the motorway overbridge. This would make most cyclists happy and would be a cheaper solution. Carparkingto 4:30 would still be there.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

heaps of cycists on the road and the near misses on a daily basis are numerous

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

extend it...its the next piece of road that is more critical

Thorndon Quay consultation
Submission

251

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| Rob B | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

252

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|---------|------------------|--------------------|
| Rob de Bique | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

253

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|------------|---------|------------------|--------------------|
| Rob Holmes | Karori | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

This is an important improvement - and the minimum that should be one along this stretch of road.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------------|----------|------------------|--------------------|
| Robert Lochhead | Thorndon | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

There is already a clearway in place from 7.am to 9am on the way into the city, you can do the same on the exit out from 4.00pm to 6.00pm. There are enough cyclists already ignoring pedestrian crossings as it without encouraging more

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

There are no residential car parks in this area and reducing parking to 2 hours makes it harder for local residents to park.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Yes there is minimal cyclist use of this street at weekends, and you are going to impact all the retailers and other businesses on this part of the street by reducing parking. Most of the retailers sell larger items that are not carry away on a bike, so parking is quite important.igger item

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|---------|------------------|--------------------|
| Robert Paramo | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

The changes to the proposed area would not reduce the risks faced by cyclists. The most dangerous section is north of Davis street at peak times when people go home at the end of the day.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

I have near miss incidents between 1-2 times a week. Thorndon quay regularly presents with near misses and I have have been first on scene to several incidents involving reversing cars and cyclists on the northern section

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

They do not mitigate any of the daily risks I face as a cyclist. They would also not prevent motorcycles or buses using the clear way/ cycle way as an extra lane in standing traffic

Thorndon Quay consultation
Submission

256

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------------|---------|------------------|--------------------|
| Rod Albrechtsen | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Because the Thordon Quay roadway is used by multiple and various means of transportation and they often clash causing the greatest degree of danger to the unprotected, cyclists and pedestrians.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

I ride a bicycle almost every day to and from work and northbound on Thorndon Quay is the greatest challenge. The bigger problem is the stretch from Davis St to Tinakori Rd, particularly northbound where the angle-parked cars can't see cyclists when they are backing out. The Davis St to Tinakori Road area northbound is my greatest concern. There is so much that can happen at one time with cars travelling on the roadway, cycles on the edge of the road and potentially vehicles backing out of the parking spaces that the potential for accidents is the greatest. I would like to see this concentration of events simplified by changing the parking on the northbound side of Thorndon Quay to parallel parks so that vehicles are prevented from suddenly backing out potentially causing a bicycle rider to swerve to avoid it and collide with an oncoming vehicle travelling on the road. Thanks.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|---------|------------------------|--------------------|
| Ron Beernink | Other | Cycle Aware Wellington | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

The design does not meet NZTA guidelines and does little to make Thorndon Quay safer. Please refer to the attached written submission.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

This particular 'interim improvement' has little importance. CAW want to see safety address for the whole of Thorndon Quay. See our attached written submission for detail.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

CAW asks to make an oral submission on the proposed changes to the full City Strategy Committee.

Please refer to the attached document on the following page(s) to support this submission.



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

Thorndon Quay Interim Improvements – Cycle Aware Wellington submission

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

Key points of our submission

- An increasing number of people with different levels of skills currently cycle Thorndon Quay.
- We welcome the replacement of angle car parks with parallel car parks as it improves safety for people who bike during the morning peak commute period.
- The proposed design does however not meet NZTA cycling infrastructure guidelines.
- Of even greater concern is the fact that, the scope of this project does not address the serious dangers that are present along the main part of Thorndon Quay.
- A solution cannot be called 'interim' unless there is an agreed longer term plan with a committed timeframe and funding on the table.
- We have waited too long for these dangers to be addressed, and we cannot accept an 'interim solution' that does little to make Thorndon Quay safer for people on bikes.
- We recognise that the Council is making good progress with other cycling infrastructure improvements around Wellington and we now want to see this happen for Thorndon Quay.
- The people who bike along Thorndon Quay deserve better. Their safety can not continue to be compromised.
- Analysis shows that parking can be changed to accommodate protected bike lanes without undue impact on business.
- We urge the Council to show courage and push ahead with these long overdue cycling improvements.
- We offer to work with the Council and stakeholders to make this happen.



1. About the people who currently bike along Thorndon Quay

- a. There are a high number of enthusiastic and confident cyclists who are skilled enough to deal with the dangers that this route has and who can ‘take the road’ where necessary.
- b. In addition, there is a significant increase in the number of less experienced people who have started biking this route, including people on electric bikes. These are the people who are at serious risk as they do not necessarily have the skills to take the right evasive action to avoid one of the many current hazards that cyclists face on this route. For example, they may have to deal with a vehicle suddenly reversing out of an angle car park, or a car moving into, or out of, a parallel car park without giving way to cyclists.
- c. For seven of the last 11 years, Thorndon Quay has had the highest total number of recorded cycle crash accidents compared to other key cycle routes around Wellington City (Adelaide Road, Evans Bay Parade and Hutt Road)¹. As is evident from our CAW Facebook page, there have been at least three known accidents since November, and a number of near misses along this route. With each accident or near miss, there is a high likelihood that the person involved (as well as their family, friends and workmates and all those who witness the event) will not cycle because of their personal observation that it is too dangerous.

2. Feedback on the proposed ‘interim improvements’

- a. We welcome the replacement of these angle parks with parallel parks in the section between Davis St and Mulgrave St.
- b. However, the proposed design of painted cycle lanes within the carriage way is not recommended by the NZTA² as painted lanes do not provide protection for interested but concerned cyclists, in particular children.



- c. We strongly agree with NZTA for two reasons: the design fails to deal with the problem of drivers and their passengers opening their car doors in the path of

¹ Data from Northern Connection - Thorndon Draft Issues Paper March 2017 Version 1

²

<https://www.nzta.govt.nz/walking-cycling-and-public-transport/cycling/cycling-network-guidance/designing-a-cycle-facility/between-intersections/cycle-lanes/>

cyclists. And we frequently see motorists drive at speed into or out of car parks without looking for cyclists.

3. The serious dangers that are not being addressed

- a. Thorndon Quay is and will continue to be a key route for people who want to bike between Wellington and the northern suburbs, Porirua and beyond, and the Hutt Valley.
- b. These people are particularly at risk during peak traffic time in the evening and in the darker, wetter winter months when visibility is poorer.
- c. A high number of angle parked cars regularly block the path of cyclists. This is made worse because of the long length of a number of these vehicles that significantly extend out from the marked parking space, as the photo below illustrates clearly.



- d. Angle car parking poses an even greater risk at the northern end of Thorndon Quay where cyclists have to avoid these cars while at the same time looking over their shoulder for a clear space in order to cross to the Hutt Road cycle path that starts at Guthrie Bowron. This is illustrated in the photo below.



- e. The [Australian state of] Victoria Transport Policy Institute's Pedestrian and Bicycle Planning Guide (2009) states that angle parking "is very dangerous and bike facilities should be avoided in these areas".³
- f. Three of the recorded crashes on Thorndon Quay between 2011 and 2015 (including one serious crash) involved car doors being opened into the path of a cyclist.
- g. There is also a danger with parallel parking, where drivers are often seen moving in and out of these without looking out for cyclists.
- h. The morning clearway does pose less of a risk except for the number of vehicles that are regularly parked illegally in this section of the Thorndon Quay, even if some drivers only park 'for a minute or so' to drop someone off or pop into one of the shops.
- i. We appreciate the fantastic work that traffic wardens do to ticket and organise the towing away of serious offenders. But there are too few of these wardens and towing trucks to effectively stay on top of this problem.
- j. We question the real effectiveness of clearways.

4. Not an 'interim solution'

- a. Our cycling community has waited too long for a solution to make Thorndon Quay safer. The longer the Council waits, the harder it gets to solve.
- b. Anyone with project experience will tell you that 'interim' or 'tactical' solutions are typically there for the long run.
- c. Unless there is a plan on the table with confirmed timeframes and funding for a proper solution, then whatever is done now needs to be seen as something that is likely to be there in the long term.
- d. The Mayor has talked about Aotea Quay as an alternative route, but we have not seen anything that gives us confidence that the various landowners would agree to this. We also have no information about how soon the significant infrastructure changes to, for example, the Aotea Quay overbridge can be achieved and within what timeframe.
- e. For a significant number of people who bike to places of work (e.g. government agency offices) and other destinations along Molesworth Street, The Terrace, and Lambton Quay will continue to be the preferred route because it is the most convenient route.
- f. A successful network of cycling infrastructure needs to be convenient, safe and pleasant to ride.

³ <http://www.vtppi.org/nmtguide.doc>

5. The safety of people who bike Thorndon Quay cannot continue to be compromised

- a. We will support and take part in whatever action is necessary to help ensure the safety of cyclists along Thorndon Quay, particularly during the coming winter months.
- b. We have urged as many of those cyclists as we can reach to make their submissions and tell their stories and concerns.
- c. We have also helped to promote the Fix Thorndon Quay Facebook page which has already had a significant amount of feedback from people that support the concerns that we have described above.

6. Parking can be changed to make cycling safer

- a. Parking data provided by the Council shows significantly underutilised parking resource – at peak times, only 50% of the P120 car parks between Davis St and Tinakori Rd are occupied (2017 data, weekdays only, excludes public holidays).
- b. NZTA guidelines clearly state that angle parking is not suitable a busy principal route.⁴
- c. With the underutilisation of car parking we argue that it is possible to replace all angle parks along the northbound roadside of Thorndon Quay with parallel parks.
- d. This should provide the space for separated / protected bike lanes along the full length of Thorndon Quay; either as a bidirectional path on the southside or both south and northbound lanes.

7. Get on with it!

- a. In the words of our new Associate Minister of Transport at the recent Go By Bike Day: “We need to see a significant shift [in making active transport happen], and Councils need to show courage”.
- b. Cycle Aware Wellington would be willing to work with the Council and other Thorndon Quay stakeholders to come up with a solution that ensures the safety of road users along the route, and in particular to determine options that remove the dangers from angle parking during the evening peak traffic period.
- c. We would want this done with urgency and with a commitment to resolve the danger ahead of the coming winter months.

We urge the Council to show courage in fixing with urgency the current dangers along Thorndon Quay, instead of trying to appease but achieving little with this ‘interim solution’.

⁴ <https://www.nzta.govt.nz/assets/resources/motsam/part-2/docs/motsam-2-section-2.pdf>

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 2,000 members and supporters.

Nā mātou noa, nā Cycle Aware Wellington

18 March 2018

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|---------|------------------|--------------------|
| Ron Beernink | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

The proposed design does not meet NZTA cycling infrastructure design guidelines, and although the removal of angle parking is welcomed, it does not remove the danger from the parallel car parks with doors opening or drivers shooting in and out of those parks without thinking of cyclists. I have personally witnessed this too many times.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

It is more important to make all of Thorndon Quay safe for people on bikes, on foot and in vehicles. Doing only this small part of Thorndon Quay does achieve little, particularly as the proposed design does a minimum to improve safety.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

There needs to be a safe connection / flow for southbound cyclists who want to get into the right-hand lane in order to turn right into Bunny Street at the intersection after Mulgrave Street.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|---------|------------------|--------------------|
| Rosalind Meyer | Pipitea | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

I am a resident of Thorndon Quay and love the vibrant feel of the businest of Thorndon Quay. When all the car parks are taken for shows, sport etc at the Stadium, it is wonderful and alive. When on earth does a concert go for 2 hours including getting there and back? You are now taking these parks away from out-of towners from using them.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

ncil seems fixated on reducing car parks in the city and hurting retail. It is why we are all turning away from the city and shopping in Johnsonville and Porirua!! you are hurting our city.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

There are lot more cars than bikes - we need more, not less car parks. Why not just have one bike lane going both ways as I assure you, there are very few bikes that go up and down Thorndon Quay other than 8-8.30 and 5-5.30pm

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|------------|------------------|--------------------|
| Ruvini Rendle | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

The car parking spaces that will be lost as a result of this proposal are valuable to the part-time work force. Their availability from 9am for five or so hours suits people such as myself. I work part-time so that I can take my young children to school and pick them up. These parking spaces provide a cost effective transport solution where other commuting options (the train or the bus) are more time-consuming and consequently decrease the amount of time I can work.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

Providing safe routes for cycling is important for the city. But Thorndon Quay is very wide as it is and I'm not aware of there being issues for cyclists along the stretch of road where the parking is to be reduced or removed.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

261

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| Ryan | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

Why reduce the parking? I use the 10hour parking every day - along with many others. It is a terrible idea.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

Cycling along this section is not difficult as it is. It doesn't need to change. I doubt there are many accidents.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------|------------|------------------|--------------------|
| S Coppard | Island Bay | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Needs to be extended along the full length of Thorndon Quay but not behind parked cars.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Doesn't address the most dangerous section.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Improvements are needed along the entire length of Thornton Quay. Cycling behind parked cars in rush-hour traffic is dangerous.

Thorndon Quay consultation
Submission

263

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------|---------|------------------|--------------------|
| S Jones | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes, but with changes

Comments:

Cyclists in the door zone still. No bus lane?

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

More cyclists, less cars, less congestion overall.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------|---------------|------------------|--------------------|
| S.Bates | Crofton Downs | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

Even the WCC's best estimates for the increase in cycling still have them as a tiny minority of Wellington's commuters. WCC should be looking at mechanisms to increase uptake of public transport options and to reduce congestion (as congestion vastly increases environmental pollution from motor vehicles). I am opposed to any option that increases the likelihood of congestion. As the proposed changes narrow lane widths and tolerances I am opposed to this plan. Additionally, the removal of over 60 carparks will stress the the CBD's already overcrowded parking infrastructure and, in turn, place extra stress on the surrounding suburbs. WCC's own studies show that traffic into the CBD is going to increase. The removal of such a significant number of parks is shortsighted at the very least.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

WCC's present safer city-wide cycling network is being implemented in a haphazard manner with no consistency. Some projects have cycleways on both side of the street while this proposal doesn't. Some projects have cycleways next to traffic while other projects have cycleways protected. This project has a combination of protected cycleway, and a cycleway running behind footpaths. This is inconsistent and confusing for users. Worse still, projects seem to be implemented in a manner that ignores residents inputs (as seen in Island Bay). Some cyclists even ignore the cycleways constructed specifically for their use. Even the WCC's best estimates for the increase in cycling still have them as a tiny minority of Wellington's commuters. WCC should be looking at mechanisms to increase uptake of public transport options and to reduce congestion (as congestion vastly increases environmental pollution from motor vehicles). While I do support safer cycling options, these need to be implemented in a manner that is proportional to all traffic types, not to the exclusion or reduction of key modes of transport.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

265

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| Sally | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Whilst I don't use this particular stretch very often (I turn up Davis St on my ride to work) I totally agree with this submission as angle parks are deadly to cyclists. I would love it if you would consider extending the replacement of angle parks with parallel parks - or mandate reversing into the angle parks - the length of Thorndon Quay to Guthrie Bowron where the shared path starts. Please. It's terrifying for rider and driver alike.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| Sam | Newtown | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

The cycle lanes should be painted green and cyclists should be protected by traffic by being in between the footpath and parked cars as in island bay

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

With more people thinking about the benefits of cycling creating safer cycling routes protects our loved ones and encourages more people to reap the benefits of cycling in a safer environment

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| Sam | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

I cycle on this route everyday and there are already cycle lanes in both directions.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

I think there are other roads which are much more congested and/or require more urgent attention than this specific section of road.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|------------|---------|------------------|--------------------|
| Sam Nelson | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

The change from angled to parallel parking on the Railway side is a wise move, however there is no need to reduce the 10hr limit. The northern end of Thorndon Quay is in need of similar treatment on the western side of the road as this can be quite dangerous to cyclists leaving the city in the evenings, Perhaps a clearway from the hours of 4-6pm like the clearway from 7-9am on the eastern side.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

269

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|----------|------------------|--------------------|
| Sam Thornton | Newlands | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

270

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------|---------|------------------|--------------------|
| Samantha | Newtown | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

271

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|---------|------------------|--------------------|
| Sara O'Donnell | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

I find backing out of angle parks along Thorndon Quay scary and dangerous. I'm worried I will hit a cyclist. I'd like to cycle commute but going behind the angle parks is the part that worries me most about my journey in from Ngaio.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

272

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|--------------|------------------|--------------------|
| Sarah Barnett | Johnsonville | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Making cycling safer city-wide benefits everyone, not just cyclists.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

273

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|------------|------------------|--------------------|
| Scott | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

The loss of car parking spaces and change to parallel parking is a terrible idea.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

274

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|---------|------------------|--------------------|
| Seth Bocknek | Te Aro | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Fully support this. Every week, I take this route to bike from the city to Tawa (in an effort to be greener and healthier), and this stretch, as a biker, is really disconcerting and unsafe to ride, requiring constant, relentless lane taking and over-the-shoulder checking. I hope this is just the start of Wellington finally prioritising non-motorised transportation over that of motor vehicles. It's about time! :)

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

275

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------------|------------------|--------------------|
| Shaun | Kaiwharawhara | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

I believe it would be better to build cycle lanes outside the car parking, with a small footpath between the bike lane and the car parks. Also, the car parking time should be reduced only to 3 hours, as 2 hours is not sufficient to go to a match at the stadium.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------|---------|------------------|--------------------|
| Sid Jones | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes, but with changes

Comments:
Sid Jones

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?
Very important

Comments:
I'm failing to see the need for the flush median - this space would be better to separate cyclists from motorists than motorists from motorists.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:
I'm strongly in favour of the angle parks being dispensed with - way too dangerous to cyclists and too difficult for cars reversing from the parks, they're a menace.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| Simon | Karori | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Move the bike lanes to the curb side of the parallel parking to offer people on bikes protection. Create a curb to keep parkers out of the bike lane.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|------------|------------------|--------------------|
| Simon Edmonds | Island Bay | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

I would like to see the buffer zone removed to allow the cycle way to be kerbside , this would certainly encourage people to use this route be bike. As roadside may not so much.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|---------|------------------|--------------------|
| Simon Fendall | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

These proposed interim changes do little to address the immediate issues, which are further north. These changes bear no resemblance to the preferred options of the working group.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

The working group, which considered the wider route, have produced some excellent options (4b, 6b, 7b), only to have them discarded and option 2 chosen without rationale.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| SR | Tawa | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

The western side parking needs to be addressed, as it is currently dangerous for cyclists in the afternoon heading north. Visibility is poor due to the parking configuration, with cars reversing into the paths of cyclists on a regular basis. In not improving safety for the journey back out to the Northern suburbs, many people are put off cycling into the city.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

281

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|------------|------------------|--------------------|
| Stephan Rupp | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------|--------------|------------------|--------------------|
| Stephen | Johnsonville | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Stephen, Johnsonville

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

I am not a fan of angle parking as it is hazardous for cyclists

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------------|----------------|----------------------|---------------------------|
| Stephen Minchin | Johnsonville | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

I cycle this way pretty much every day to and from work, and it's currently a bit of a nightmare - I've almost been hit dozens of times, and from the people I've talked to that's pretty typical. Heading back out of town at the end of the day, the current setup is bonkers, with cyclists having to swing into traffic to avoid cars in the angle parks, and people pulling into and out of parks. This short stretch of road is definitely the most dangerous part of my commute, and as it currently stands I figure it's only a matter of time before I get nailed by someone along here!

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

This is the main route cyclists take in from the Hutt Valley and northern suburbs. It's busy, and it's currently a terrible design that can't cope with the traffic it's getting.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|----------|------------------|--------------------|
| Stephen Moore | Hataitai | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

The loss of parking will have a detrimental impact on nearby business. Whats the point in building it if cyclists are not mandated to use it as many will continue to use the road

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

The priority should be public transport improvements that benefits more people in all weathers than cycleways for a minority of cyclists. While I dont have a reference, I understand than any increase in cycling is from people that previously used public transport, not private vehicles.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|---------|------------------|--------------------|
| Steve Cosgrove | Newtown | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

It is good that something is being done, however I am unsure this will encourage new cyclists, who are nervous about being close to fast-moving cars, and dangerous conflict between parked / parking cars and cyclists.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

This council was elected with a strong pro-health transport mandate, reinforced by the Southern Ward bi-election. Sadly, Council still appears very slow to take steps to make cycling significantly safer. This is the most popular cycling route in the city, and the Council has caved in to unproven claims by businesses to implement a 20th century solution. This is better than no solution.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

The clearway needs to be lengthened and properly enforced. Like the painted condescension to safety proposed here, the idea that people are at work by 9am is also from the 20th century, and needs to be updated. Council officers need to ticket people who think it is OK to force cyclists out of the clearway from 8:45 onward, while sitting in their cars.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------|-----------|------------------|--------------------|
| Swas Dutt | Woodridge | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

It seems like only cyclist are being support and not public taking buses.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

The public are as important as the cyclist. Buses get stuck in traffic therefore a 20minute bus ride is taking well over 45mins to get into city these days.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|------------|------------------|--------------------|
| Tammie Noldan | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

We need to support bike transport. It makes our people fitter and is better for the environment.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

No

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Support

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------|--------------|------------------|--------------------|
| Terry Genet | Johnsonville | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

I don't think there's any point doing this small stretch, if there isn't a plan to address the section between Davis st and Tinakori road. It would also be good if the solution didn't involve losing so many car parks - many Wellington drivers already have an issue with cyclists, they will dislike us even more if you take away their carparks in the name of 'cyclist safety'.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

Unless these improvements are part of a broader plan to improve cycling safety from the northern suburbs into the city, then they are low importance.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Minor issue - but it would be great if there was a smoother transition when the Hutt road cycle path joins Thorndon Quay (opposite Tinakori Road). Also, it would be good if the progress on the Hutt Road cycle path could be accelerated, that project seems to be taking an exceptionally long time for what appears to be a relatively straightforward piece of work.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------------|------------|------------------|--------------------|
| Thomas O'Flaherty | Aro Valley | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

The main change is of course that this needs to be extended to cover the entire length of Thorndon Quay. Realistically, this is only lip-service to cycleways and the creation of a cycleway to nowhere. All the principles can be found in this design there just needs to be the courage to extend this for the entire length. The angle parking that is there now is incredibly dangerous. SUV sales are at a record high, including the extra-large SUV class, this road will only get worse and lead to more accidents. Please ignore the business community who privately petitioned the mayor, they are incorrect that a cycleway will negatively affect their business, overseas studies have proven that to be a commonly held but misguided belief.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

It is a core arterial route from the Northern suburbs.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------------------|---------|---------------------------|--------------------|
| Thorndon Quay Action Group | Ngaio | Thordon Quay Action Group | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|------------|------------------|--------------------|
| Tim | Khandallah | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Cyclists MUST use the cycleway instead of the road.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

I would prefer to see our ageing infrastructure upgraded which fails just about everytime it rains.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------|--------------|------------------|--------------------|
| Tim Elliott | Johnsonville | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

It needs to go further North also.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------|---------|------------------|--------------------|
| Tim Harford | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Pretty good compromise overall. A lot of space could be gained by removing that massive median down the middle of the road. Long term I'd like to see a separated bike path.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

The number of cyclists coming into Wellington down that channel is growing each day, and with safe routes to travel on that number will increase even more - countless people have said to me they would commute by bike if it were safer.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------|---------|------------------|--------------------|
| Tim Jenkins | Wilton | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

The proposals between Mulgrave and Davis Streets are better than the current situation. But the worst section between Davis Street and Tinakori Road is not being changed. This is very disappointing, given it's one of the busiest and most unpleasant places to cycle in the city.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

See attached document

Please refer to the attached document on the following page(s) to support this submission.

Tim Jenkins

Thorndon Quay Submission

I regularly cycle this route for leisure and other purposes. The current layout is unpleasant and dangerous, so it is good that work is being done to try to improve the situation.

I welcome the change from diagonal parking to parallel - a great idea and great for improving safety for all road users (shame it couldn't be included on Oriental Bay). As is the reduction from 10 hour parking to two - WCC needs to encourage people to consider their transport mode for commuting.

Having a cycle lane on both sides of the road is an improvement. But, they are old fashioned door zone lanes rather than separated lanes. A good quality separated two way cycle lane would be much better.

What is sadly missing is any change to the section between Davis Street and Tinakori Road. This is one of the busiest and most dangerous roads to cycle on in Wellington. I never felt safe riding along there, even during the clear zone period, as this is routinely ignored by drivers. The diagonal parking, especially with so many large vehicles, is dangerous and needs to change. Separated cycle lanes and much improved provision for pedestrians, are essential here.

I understand that the current proposal is an interim measure. There is no indication of how long this means. But it is very disappointing that nothing is being done deal with this now.

I also understand that this compromise has come about because of the usual complaints from business owners that they will lose business because of losing car parking. Perhaps, if the 10 hour limits were reduced this would leave encourage turn over and allow people using the businesses to find parking spaces. Having said that, there is a lot of research showing that improving cycling and pedestrian infrastructure is more beneficial to businesses than retaining all car parking. As usual it seems that the perceived needs of a few private businesses are taking priority over the movement of people in the city.

By ignoring the section north of Davis Street, this compromise proposal prioritises private vehicles, both driving and parking them, over other forms of transport. It does not follow the Wellington City Council's own hierarchy¹ for transport, which prioritises walking first, then cycling with private vehicles last. It doesn't comply with the council's wish to 'further increase this mode of transport [cycling]' by providing a 'safe cycle network both on and off road that will encourage people of all ages – including students, workers and retirees – to cycle.'²

¹ Wellington Urban Growth Plan, June 2015, pg 46

² Wellington Urban Growth Plan, June 2015, pg 46

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|------------|---------|------------------|--------------------|
| Tim Priest | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

I support this proposal only on the basis that it is an interim measure. The proposed changes are not adequate as a long term solution. Thorndon Quay requires fully separated, parking protected cycleways.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

I support the proposed changes to the parking time limits and changes of parking from diagonal to parallel

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| Timon | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes, but with changes

Comments:

The lanes need to continue along Thorndon Quay

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

This is Wellington's busiest section for cycling as it's the only route in for the Northern suburbs

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------|----------|------------------|--------------------|
| Tobias | Newlands | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

It is an improvement from the current state and an ok interim solution, but it will improve safety only slightly. Especially, as people will not park within the dedicated parking stripes and because they will not take care when opening the car doors.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

It's one of the most frequently used cycle path and with the angled parking, it is one of the most dangerous stretches.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

A better solution would be a separate bike lane / bike path that is not that close to parked cars.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------------|---------|------------------|--------------------|
| Tom Halliburton | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

the current angle parking creates a serious hazard for cyclists. Because the drivers of parked cars do not have a clear view of the road, they often back out in front of cyclists. Long vehicles extend right out to the traffic lane. Hence the safest cycle strategy is to ride in the traffic lane. This can be very unpleasant. Totally support the change.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Will fix one of the more dangerous sections of my trip from the Hutt Valley.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Would be good to narrow the flush median between turning bays, if possible, to give cyclists more space.

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|----------|------------------|--------------------|
| Tom Rynaarts | Thorndon | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

98% of the Wellington population don't even own a bike and putting a bicycle path in won't make any difference. The stats show that only 1-2% will use a bicycle to go to work. Most suburbs are on the hills in Wellington so those people will never use a bike. How many people actually bicycle from Lower Hutt to work in Wellington on a daily basis. 10? or 20? It is all very nice to think that people will jump on a bike and that we all will go "green" if there is a bicycle path but to make all these cost for a hand full of people that would love to bike is just not worth it.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

Bicycles will always be a very small number of transport method in Wellington. Educating on traffic awareness between bicycles and cars would be more helpful.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

300

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| Toni | Pipitea | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Retain 10 hour parking. Residents of Thorndon Quay already have limited on street parking. Either retain 10hr parking or create more resident parking spaces.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Moderately important

Comments:

I don't believe the amount of cyclists during peak hour warrant these changes. I frequently drive during peak hour and have never had issues with cyclists. Has someone counted the amount of cyclists during peak hour traffic?

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------|--------------|------------------|--------------------|
| Tracy Jones | Churton Park | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

As it is, there is very limited affordable parking for people working in the Thorndon area. I only drive to work 1 out of 4 days a week because I have to drop my child off to school on the way, the rest of the week I catch public transport. Driving on that one day is a must and all day parking is already a great expense. The 10 hour angled parking along Thorndon Quay fills up within 30 minutes after 9am and is obviously an important parking option for a number of people who work in the area. The clearway also provides a safe 'cycle way' as such between 7-9am when I imagine most people are cycling to work.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

The clearway provides a safe space for cyclists from 7-9am when the majority are people are travelling to work.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

If these 10 hour parking spaces are to be removed, are there plans for other affordable all day parking to be available for people working in the area, especially if public transport is not an option on certain days?

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|---------|------------------|--------------------|
| Tracy Norman | Pipitea | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

I do not understand the need to reduce the 10 hour parking to 2 hours. For visitors of residents overnight and during weekends the 10 hour parking is required and I see absolutely no need to reduce this - even by reducing amount of parking the 10 hour parking would have no impact on commuting traffic but is invaluable to residents in the area

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

Please understand the needs of the residents

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

303

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|---------|------------------|--------------------|
| treena fitness | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

there would still be issues with cars pulling out and over

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

more and more people are cycling to work

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

304

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|----------|--------------------------------|--------------------|
| Trevor Glogau | Thorndon | Thorndon Residents Association | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

I am making this submission on behalf of the Thorndon Residents Association - refer attached document.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

refer attached submission

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Please refer to the attached document on the following page(s) to support this submission.



I am making this submission on behalf of the Thorndon Residents Association (TRA) who I also represented on the Thorndon Cycleway Working Group.

Despite the promises and the numerous supposed “interest group consultation” meetings the council ran on this project the outcome has turned out to be a complete farce and waste of a lot of peoples time; Not a blind bit of notice of the views of residents and business owners appears to have been taken and the proposal looks to be following very standard NZTA cycle lane guidelines and along the lines advocated by the project traffic engineering consultants and council prior to the supposed consultation process. Unfortunately these guidelines do not cater for the local constraints on this stretch of road.

The TRA view is that the removal of the 45 angle parks and placement of cycle lanes is definitely not in the best interest of the local residents or businesses; Thorndon quay has literally dozens of off street car parks and building parking entrance ways, and there are far too many of these to allow cyclist to safely use the lanes, and conversely residents, business owners , visitors and workers in the area will constantly be exposed to the liability of hitting a cyclist. Whilst the situation in practice is not very different from the situation we have at present with cyclists using this stretch of road, the painting of cycle lanes will give cyclist a false sense of safety and make road access to premises more difficult. As stated above, the sheer number of vehicles crossing the cycle lane will make accidents inevitable and place the liability more on the local road users (ie residents and building occupants).

The main concern for the Thorndon Residents Association is that the cycle lanes (which are not shown in green on the council plans and artist impressions) might be labelled as temporary, but will soon by default become part of the national cycle lane. This will divert the council’s motivation to buy land off the harbour board and build a proper cycle lane down Aeotea Quay where it rightly and logically belongs.

Trevor Glogau (on behalf of the Thorndon Residents Association).

Thorndon Quay consultation
Submission

305

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|------------------|---------|------------------|--------------------|
| Tristan Campbell | Te Aro | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

could be better but is a much needed starting point. Protected lanes would be better.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| TTM | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Flush median is not required. Keep the angle parking but reduce the angle, Look at reverse parking much safer in 50km/hr area. Stop introducing piece meal solutions the section north of this proposal is the dangerous section for cyclists, Reverse angle parking with a reduced angle would work in this area without losing too many parking spaces which would be a win/win for both the motorist and cyclist.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

307

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------------|------------|------------------|--------------------|
| Victoria Cleal | Aro Valley | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?
Yes, but with changes

Comments:

Could the cycle path be next to the pedestrian path?

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Important

Comments:

It's a significant cycling route and doesn't feel safe at the moment. Cars on angle parks don't see cyclists coming, and the two-way cycle path is often narrow.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|----------|---------|------------------|--------------------|
| Virginia | Other | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

The changes would seriously reduce parking which is already in such high demand in the area. If the proposed changes were to go ahead what alternative parking (affordable) options are going to be available to people working in the area that are unable to use public transport or bike? There is already an existing cycle lane and it is also a clear way till 9am which allows people biking into work to use the space more freely. So I find it hard to understand how you can justify such major changes.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Not important

Comments:

There is already an existing cycle way which accommodates the cyclist.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

309

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------------------|---------|------------------|--------------------|
| Virginia Saffioti | Kelburn | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

No

Comments:

I am concerned at the huge reduction in car parking that this would require. I work in Thorndon Quay and whilst there are many cyclists at peak times, they are a rare sight between the hours of 9am and 4.30pm. I feel that this plan would greatly inconvenience many people for the sake of accommodating a few

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Low importance

Comments:

I would prefer to see the council spend ratepayers money for improvements which benefit more than a tiny (but vocal) minority. Infrastructure and improved public transport spring to mind

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

Thorndon Quay consultation
Submission

310

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-----------|----------------|------------------|--------------------|
| W Johnson | Mount Victoria | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|-------|---------|------------------|--------------------|
| Wayne | Ngaio | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Address the problems from Davis st south to tinakori road intersection- at least have clear ways here in the evening as well as the morning

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

I've cycled daily since 1984 and seen rapid and strong growth in cycling. I think this will continue if infrastructure improves

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Getting rid of angle parks are essential- I had a motorist hit me while cycling along here trying to get into one of these parks and broke my arm 2 years ago

Thorndon Quay consultation
Submission

312

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|---------------|---------|------------------|--------------------|
| Wellingtonian | Newtown | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes

Comments:

Could colour the cycle lane on the road. Ensure this is clear so cars parking do a 'double take' before moving in or out.

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Not answered

| NAME: | SUBURB: | ON BEHALF OF: | ORAL PRESENTATION: |
|--------------|---------|------------------|--------------------|
| William Hope | Te Aro | As an individual | Not applicable |

Overall support

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

Yes, but with changes

Comments:

Cyclist safety is paramount. Please, please elevate the cyclist onto a curb and put them between the pedestrians and the parked cars

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network?

Very important

Comments:

The safer the infrastructure the more people will cycle.

Other comments

Are there any other comments you would like to make about the proposed changes to Thorndon Quay?

Comments:

Elevate, elevate, elevate.

Please refer to the attached document on the following page(s) to support this submission.

Copenhagen Cycleway - the safest way



Having lived in Copenhagen as a cyclist and now live in Wellington as a cyclist there are some differences.

In Copenhagen 35% of commuters bike to work. As a cyclist you feel safe because you have proper infrastructure are elevated from the tarmac.

Elevate, elevate, elevate.
Elevating the cyclist off the curb puts those in a safer position that on the same level as the cars. It only has to be 50mm but it is enough of a psychological separation.

It may cost more now to do this but if one truly wants to be a "Low Carbon Capital" then they have to truly value the cyclist and make the infrastructure the safest and best at the beginning. Safe infrastructure will attract more people to cycle, those on the fence about it.

This works very well in Copenhagen so with time it will do the same here.

Copenhagen Cycleway - the safest way



Copenhagen intersection



Current model around New Zealand

At intersections the cyclists get right of way across the intersection and the cars turning right have to wait.

This is far better as the cyclist doesn't have to weave their way through traffic like the current system.

Kind regards
William Hope