



**Wilson Street and Coromandel Street consultation
November 2017**

76 public submissions received

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**Wilson Street and Coromandel Street consultation
Submission**

1

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Aaron	Island Bay	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes

Comments:
Great temporary measure for immediate improvement

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 Wilson Street and Coromandel Street?
Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

2

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alastair	Aro Valley	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?

Yes

Comments:

- Consultation showed a strong demand for a comfortable route from Kilbirnie to Newtown. - Important to provide a comfortable alternative to Constable St. - Consider blocking Wilson St to through motor traffic. - This route is unlikely to prejudice any cycleway plans in Newtown proper, so should not be held up by the Newtown project. - While the small loss of parking may be inconvenient, the Council's policy is that traffic takes priority over storage of private property. If you choose to own a car, it's not ratepayers responsibility to provide storage for it. Residents parking restrictions provide an option if hospital parking is a concern.

Network importance

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

Very important

Comments:

While this is a reasonable cycling route at the moment, making it explicit will encourage more use by people on bikes

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?

Comments:

Consider providing a cycle route along Daniel and Mein Sts to Riddiford for people biking north. Consider the detail of how people exit Wilson into Riddiford.

Wilson Street and Coromandel Street consultation
Submission

3

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Alastair Mac	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?

Yes, but with changes

Comments:

I agree with the shared use of the two way stretch of Wilson Street. It is more or less the status quo. I agree in principle to a contra-flow for bicycles along the one-way stretch of Wilson Street but without the raised section to keep vehicular traffic to the left. The street is narrow and the no parking markings on one side already demonstrate that the road struggles to cope with one-way traffic and the absolutely necessary parking on one side. The whole of Wilson Street as well as Constable Street and Daniell Street between Mein and Wilson should be residents parking only.

Network importance

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

Moderately important

Comments:

This is relatively quiet part of Newtown and already well suited to cycling as an alternative to Constable Street, even without the proposed changes.

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?

Comments:

I would like to see how the section of Coromandel Street would be marked for cycling. This is missing from the proposal, yet Coromandel Street is more heavily used by traffic, despite the speed bumps, as drivers use Mein and Coromandel as a back way to avoid the Newtown centre on their way too and from Kilbirnie. Designating cycle-only space in the final bottle-neck on Coromandel Street between Wilson and Constable Streets will be a significant challenge.

**Wilson Street and Coromandel Street consultation
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrea Teng	Miramar	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes

Comments:
As a cyclist I use this route and find it quiet and safe. It is a route to encourage cycling.

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 Wilson Street and Coromandel Street?

Comments:
Not answered

**Wilson Street and Coromandel Street consultation
Submission**

5

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Andrew R	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
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 Wilson Street and Coromandel Street?

Comments:
If the separated cycleway uphill on Constable St could start from the Owen St corner then this would work for people from south newtown / berhampore / etc travelling to kilbernie. (there are reasonably quiet side streets to get to the Owen St corner but none after that)

Wilson Street and Coromandel Street consultation
Submission

6

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Anonymous	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
No

Comments:
This idea is dumb. With the Wellington hospital so close, parking is a real issue in the one-way section of Wilson Street as it is. Now you want to remove 15 parking spaces. Which genius came up with this idea? Leave the parking spaces alone.

Network importance

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

Comments:
They can all cycle around the bays in the existing cycle lanes. They'll all be fitter that way.

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?

Comments:
Not answered

**Wilson Street and Coromandel Street consultation
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ashley Dunstan	Kilbirnie	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes

Comments:
Simple and effective solution, all that is needed on this quiet stretch.

Network importance

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

Comments:
Important to have quiet route away from Constable for less confident cyclists

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?

Comments:
What is the plan for cyclists turning right on to Riddiford? This might be difficult with no changes, especially at peak times

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ben	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?

Yes

Comments:

As a regular cyclist of Constable street and resident of Newtown, I agree with this comment: Wilson St already provides an excellent route for east-bound cyclists. I would not recommend sharrows for uphill cyclists on Constable St. It is too busy and narrow and cyclists should be discouraged from using it. Cramming all modes onto Constable Street seems dangerous. Although I'm pro-bicycle, loosing 54 carparks in Newtown, an area already short of residential parks and little dive-on access would be a serious blow to many residents, many who still need cars to get around Wellington on days when public transport and cycling is not an option.

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 Wilson Street and Coromandel Street?

Comments:

Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Bronwyn Cross	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?

Yes

Comments:

It's an excellent idea. Constable Street is too narrow to be safe for cyclists, this is a much better option.

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 in Wellington but it's not particularly safe. We need more separate cycle lanes. Real problems are caused by narrow streets with double lanes of ratepayer-provided parking.

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?

Comments:

Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
C Pearce	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
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?
Low importance

Comments:
The proposed bike lane stops at Riddiford Street without any clear plan of what happens then.

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?

Comments:
With parking pressure from the hospital, it is vital that not a single parking space is lost in Newtown. Changes in one street have a flow-on rffect for the whole community.

SUBMISSION ON BIKE LANES IN WILSON STREET, NEWTOWN

A walking and cycling path all the way around Wellington harbour as mooted in *It's time to connect* is a highly laudable goal. To facilitate safe cycling routes within the city and suburbs for those who wish to cycle and to encourage the uptake of cycling are also laudable aims but the question must be asked, "At what cost to the communities involved?" Are these changes wanted by the affected communities?

Cyclists and would-be cyclists are (and will almost certainly remain) a minority of the population. While it is right to look after minority groups, democracy demands that provision for such minority groups does not ride roughshod over the interests of the rest of the population. This is what appears to be happening at the moment – there are going to be bike lanes and be damned to residents and others adversely affected. We have seen this in Island Bay already.

The current council approach to bike lanes is piecemeal, blinkered and full of fine sounding phrases but with little apparent consideration of the associated issues or consequences. Although implementation of bike lanes may need to proceed in stages, there needs to be a coherent overall plan before any construction begins and we have more 'Island Bay' style debacles.

Bike lanes on public roads create issues with parking, allocation of road surface and direction of travel. This submission will deal with the 'Big Picture' of car and cycle in everyday life, the situation in Newtown and then Wilson Street in particular before discussing the current proposal.

The Big Picture

Times have changed since this photograph of a Wellington street was taken. Commuting aside, the 'motor car' has become an integral part of life for a large proportion of Wellingtonians, be it for shopping, visiting friends and family, sport, excursions or holidays. On the other hand, according to figures provided by a city councillor, only a small proportion of the population cycle at present and 7% would be hopeful



target following the introduction of a complete cycle network. All of the activities listed above often involve groups of people in situations where neither public transport nor bicycles are practical alternatives. While there will always be some hardy individuals (some would call them fanatics) who would cycle in all weathers, few would consider cycling in wind or rain as a desirable means of transport or recreation activity. Like it or not, even though it may not be used every day, the motor vehicle (or whatever it evolves to in the future) will remain a vital, if not essential part of the life of most Wellington residents, more so than bicycles.

Newtown

Miramar and Kilbirnie, the main thrust of current bike lane proposals, are relatively new suburbs where provision for off-street parking is usual. Newtown, on the other hand is an older, inner city suburb where off-street parking is not the norm. Unlike other inner city suburbs, the presence of Wellington Hospital makes Newtown's parking problems unique. Parking for residents, visitors and shoppers was not a serious issue until the hospital began to charge for staff parking. That emptied hundreds of extra vehicles on to the surrounding streets overnight. The consequence is that parking is at a premium throughout the suburb, clearly illustrated by the appearance of a Wilsons Parking area on a recently demolished site in Hall Street. The situation is about to be exacerbated for up to two years as the hospital embarks on the construction of a new children's hospital. The removal of parking spaces in any street, will immediately impact the rest of the area. Although bike lane consultation is street by street, no street can be considered in isolation.

Wilson Street

Apart from having a section that is one way, Wilson Street is probably typical of Newtown. Approximately half of the dwellings have no provision for off-street parking and of those that appear at first sight to have such provision, many may not be suitable for modern vehicles, either because the space is too narrow or because it is not long enough to accommodate a vehicle without it projecting on to the footpath. The latter is most common where houses have been converted to flats and the front fence removed.

Wilson Street Proposal

The claimed justification for the inclusion Crawford Road, Constable Street, Coromandel Street and Wilson Street in the Kilbirnie and Miramar proposals is to create a 'safer biking connection through to the Newtown shops'. This is an example of piecemeal planning. All of the discussion seems to have focussed on facilitating travel but with no thought of what to do with the cycle at the end of the journey. The current proposal would direct cyclists to Riddiford Street with no indication of what the cyclist should do then or what is proposed for the future. It is reasonable to ask, "Why would the average cyclist even want to visit Newtown shops?" The shops are important to local residents but are not a 'tourist destination' in their own right. Having arrived in Newtown, what are cyclists supposed to do with their bicycles? There are four bike racks outside the library (on Constable Street) and three outside the New World supermarket (two blocks away from the end of Wilson Street). The only other option is to chain bicycles to cages around curb-side trees.

Wilson Street itself is a quiet street, eminently suitable for cyclists. Sharrow markings in the two-way section, as per the current proposal, simply recognise this situation. The real issue is the one-way section where most of the dwellings are flats. At an on-site meeting of residents, it was pointed out that there were not enough off-street parks to meet the needs of residents in this section and that on-street parking was vital. Resident only parking provisions do not solve the problem because of the limit on permits per household. Conversion of parking spaces to a dedicated westward bike lane is an unfair allocation of precious road resources when such a lane would merely deposit cyclists on to Riddiford Street with no safe way to proceed from there. The logical course of action is to terminate the bike lane at the junction of Wilson and Daniel Streets until such time as plans for Riddiford Street have been advanced.

At present, there is an offset in Wilson Street at Daniel Street, created when the current planting on the south side was formed. If angled parking spaces are to be formed at this intersection, they would be better sited on the north side so that the off-set was reduced – particularly important if bicycle usage is expected to increase.

Summary

- Wellington Hospital parking policy has created a parking crisis in Newtown as a whole.
- Consequences of removal of parking cannot be considered in isolation, any change affects the whole area.
- NO LOSS OF PARKING SPACES WHATEVER.
- 'Biking connection to the Newtown shops' is an ill-conceived and pointless concept.
- Two-way cycling in the one-way section of Wilson Street is of little value until there are clear plans for Riddiford Street itself.
- The bike lane should terminate at the intersection of Wilson and Daniel Streets.
- Removal of the planting at the Wilson and Daniel Streets intersection would enable a safer alignment of the two sections of Wilson Street.

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
C.Chapman	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
No

Comments:
Access to Riddiford St at the end of the one way section of Wilson St is not easy. there is a pedestrian safety island in the middle of Riddiford St and buses paeked at the busstopn outside Mr Bun's obscure the view of traffic coming form the direction of the hospital. Traffic pulling in and out odd the carparking areas at Moshim's and the shopping carpark will not be expecting to have to look for bikes travelling against the traffic. Bikes currently come doen Wilson St and turn right into Daniell St and presumably Mein where they have safe easy access into Riddiford, past the worst of the traffic. I suggest this is the safest and easiest route - a shared block of Daniell St and the bottom part of Mein St. In addition to the proposing an unsafe passage foe bikes you are also proposing that 15 carparks are removed from the lower part of Wilson St. This will only move cars to the surrounding streets where it is already difficult for residents to find a car park. Hospital staff, market goers, church goers, Newtown workers and shoppers all park in these areas now. With the planned removal of 200 hospital car parks this will be even worse. It is impossible for tradespeople doing any work on residents houses to find parks. My opinion, the plan to have cyclists against the traffic on a oneway Street is inherently dangerous and will significantly impact on the local residents. This plan has been poorly notified. The abbreviated ads in the local papers have not mentioned the lower Wilson St plan, there has been no discussion with the Newtown residents association and local residents were not notified. The emphasis has been on the Eastern Bays and Kilbirnie. I oppose the plan for the lower part of Wilson St.

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 Wilson Street and Coromandel Street?

Comments:
I live on the corner of Wilson Street and Daniell Street.

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Carl Howarth	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes

Comments:
It's a quiet street and good gradient, suitable as a safe connector before constable street is improved. The more people who can cycle, the better traffic for those who have to use their car

Network importance

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

Comments:
I see this as being a useful link to a wider network for those who want to shop, work and play in Kilbirnie, Newtown, Miramar, Island Bay and beyond

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?

Comments:
The removal of some parking spaces will result in small reduction in parking on this street, but there is plenty of parking available within the nearby area. I would support measures to restrict parking to residents, or initiatives to reduce the demand for cars.

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Caroline Shaw	Hataitai	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes, but with changes

Comments:
Wilson St 2 way should have the speed lowered to 30km/hr as part of this and Wilson St one way should have residents car parks on the other side to make up for their parking loss where the contraflow lane is (parking in Newtown is a nightmare due to the 'spillover' from the hospital and has been getting worse in the last year).

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 crucial link from the Eastern Suburbs to the Hospital campus, so essential to get right.

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?
Comments:
Not answered

**Wilson Street and Coromandel Street consultation
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Cath Blakely	Vogeltown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
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 Wilson Street and Coromandel Street?

Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Catherine	Kilbirnie	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
No

Comments:
This is totally unnecessary and will disrupt the street. How do cyclists get from Constable St across such a main rd to Coromandel St? Experienced cyclists will just continue on down Constable, as they do now. Where do they go when the 'cycleway' fizzles out? Your new 'less confident' cyclists will need to go thru narrow streets or back onto very busy main roads? It won't happen. All this expense and this cycleway will be empty.

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 Wilson Street and Coromandel Street?

Comments:
Not answered

**Wilson Street and Coromandel Street consultation
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Caz Sheldon	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes

Comments:
I think Wilson St is a good option for Newtown

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 Wilson Street and Coromandel Street?
Comments:
Not answered

**Wilson Street and Coromandel Street consultation
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Chris Stuart	Te Aro	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
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 Wilson Street and Coromandel Street?

Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Clare	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes, but with changes

Comments:
The pictures for Wilson St look spacious and wonderful for cyclists, but there's not a (mobile)car in sight. Also no illustration for Coromandel St - I frequently drive this section and it's very narrow, with mini-gardens extending out into the street and other "traffic-calming" features. Will these be removed to facilitate cycle lanes and allow space?

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 Wilson Street and Coromandel Street?

Comments:
Wilson St is certainly a safer and quieter option than Constable St but reality is cars plus cyclists. Mein St-Coromandel St is used by many motorists to avoid the lights/traffic on Riddiford St, meaning a long build-up of cars, most trying to turn left at the lights on Constable, at busy times and market days, so narrowing this section for cyclists.As it is, cars can barely pass in opposite directions.

**Wilson Street and Coromandel Street consultation
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Dan Hunt	Hataitai	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes

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 Wilson Street and Coromandel Street?
Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Divya Nathu	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
No

Comments:
refer to attachment, but strongly oppose

Network importance

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

Comments:
refer to attachment

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?

Comments:
refer to attachment

I strongly oppose and object to the proposed changes to Wilson Street and in particular the contraflow bike lane and removal of 15 parking spaces on the South side of the one-way section of Wilson Street between Daniel Street and Riddiford Street.

The proposal will have a negative impact on residents and businesses in that street and the nearby vicinity by greatly reducing already scarce parking and creating safety issues & confusion as to whether cyclists are road users or footpath users, and will result in more congestion at the Riddiford Street and Wilson Street intersection. The lack of parking will also have a damaging impact on the businesses in the area.

The current proposed plan is aimed at encouraging the number of cycle users and especially less confident cyclists from Kilbirnie to Newtown, (and at some stage presumably eventually improve cycle connectivity to the CBD). However, once they have "easily" got to Riddiford Street, what then? They would still need to navigate the very busy thoroughfare of Riddiford Street. I do not think the Council should embark on a piecemeal approach to cycleways in Newtown without sharing the full vision.

However, If the cycleway is only ever meant to enable cyclists to get from Kilbirnie to Newtown to visit the market, shops or cafes in Newtown, then maybe they could simply park their bikes in the existing green space at the corner of Daniel and Wilson, and walk from there to the shops etc or catch buses from Riddiford Street into the CBD. There would be no need to remove any car parking spaces at all.

Parking in Newtown is already an acute problem due to the shortage of parking for the hospital and its staff. The problem is heightened by Saturday market at Newtown school and nearby church and funeral services. The proposal to do away with 15 spaces in one small street will only exacerbate the problem, and create much frustration for the residents in the area. Whilst some of the houses may have driveways or garages, these are not always sufficient for the number of occupants in these homes, who also utilise the parking spaces outside driveways. Disappearance of parking outside driveways would mean more than 15 parking spaces would disappear if a contraflow cycle lane would be built. Lack of parking would also make it very difficult for visitors and tradesmen. Removal of these parking spaces would decrease the values of these properties.

We purchased a property on this street seven years ago specifically because it was on the flat part of Newtown and would make walking around the neighbourhood easier for my elderly mother-in-law. She is quite reliant on tradespeople to mow lawns and maintain her home etc and on caregivers to take her to doctors appointments etc. If parking becomes even more difficult, it would likely result in fewer visits from other elderly friends and more social isolation for her which is very concerning.

In addition, the specialty Indian store Moshims in Wilson Street towards the Riddiford Street intersection, attracts a number of customers from outside Newtown. Parking spaces outside the shop and the drycleaners is always in high demand. Less parking is likely to negatively impact its business due to fewer customers if parking becomes a bigger problem.

I was gratified to hear from Sarah Free the Councillor who attended an urgent meeting at short notice in Wilson Street that the Council would listen to the residents of Wilson Street and take their objections seriously. I do not believe that people in Wilson and nearby Streets were informed sufficiently of the proposal to remove these parking spaces and introduce a cycle lane going in the opposite direction to

vehicles, in the early stages of the consultation process. I do not think spending money on a cycleway for this section of Wilson Street makes sense.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
E Carr	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes, but with changes

Comments:
I support the cycleway idea. I am unsure how cyclists will safely exit from Wilson street to the main street- around the bus stops and pedestrians. Also as a resident already struggling with parking I am very concerned with the loss of car parks in Wilson Street. There is already insufficient parks and residents compete with hospital, hospice, cafes, school, businesses and churches. Pressure will increase with changes at the hospital and also as the Hope Centre relocates. Residents parking is oversubscribed and not a disincentive for people parking to shop for short trips. I would prefer that one of the Footpaths became a cycleway allowing carparking to remain, and still put in the extra 4 angle parks, as resident only. Or, have the cycleway go along Daniell Street to Mein street, where cyclists can then exit to main road at a controlled intersection.

Network importance

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

Comments:
Providing safer cycling is important because it will become more popular among a wider range of Wellington people, including younger children.

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?
Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Eleanor Meecham	Island Bay	Cycle Aware Wellington	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes, but with changes

Comments:
The design for the one-way section of Wilson Street looks good. This is a pragmatic solution to creating this important connection between Newtown and Kilbirnie. We still think you need to add more than just sharrows to the two-way sections of Wilson Street to more clearly indicate that this is now a slow-speed environment. The current speed bumps are too smooth to slow traffic as much as necessary. Consider adding bollards half-way along each block to make Wilson a through-route for biking and walking only. Any inconvenience for residents would be offset by the quieter, more desirable streetscape. To slow traffic, use the same treatment as on nearby Coromandel Street — create ‘gateways’ at the end of each block and add built-out kerbs, raised tables, and planting.

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 Wilson Street and Coromandel Street?
Comments:
Not answered



**Wilson Street and Coromandel Street consultation
Submission**

NAME: Eleonora DeCrescenzo	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL PRESENTATION: Not applicable
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Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
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 Wilson Street and Coromandel Street?

Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Frances	Strathmore Park	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes, but with changes

Comments:
A good idea to divert cyclists away from Coromandel St, especially uphill, though perhaps further consideration about the exact needs for this quiet street is appropriate. I support the other comment about prioritising major roads: it is not clear what cyclists are to do when they arrive at Riddiford Road, which is currently pretty unpleasant to cycle.

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 Wilson Street and Coromandel Street?

Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
George Sedaris	Hataitai	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes, but with changes

Comments:
If this is the compromise to replace any changes to Constable Street then it needs to become much more radical. Like make the two way section of Wilson St one way for consistency for example. Remove more on-street parking to enable the introduction of separated cycleways (home owners and renters did rent/buy actively knowing their property had not off-street parking, and yet still took on this risk/compromise) - it is crazy that roads have been built for car storage when they should be better used for transporting people (in this case cyclists on separated cycleways). Also getting rid of a small pocket park to replace with hazardous diagonal parking is just pandering to car owners, and will make the area less attractive.

Network importance

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

Comments:
An integrated cycleway network across Wellington will reduce car usage, when people are able to safely and confidently use bikes instead.

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?
Comments:
Not a very brave improvement - bowing to car owner parking needs is nonsensical. This is a densely populated historic part of Wellington - car owners shouldn't expect to have the right to be able to park their polluting vehicle right outside their house. This parking space should be used as the roadway was intended - to transport cyclists (like it probably did very effectively 50 years ago).

**Wilson Street and Coromandel Street consultation
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Greg Nicholls	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?

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:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?

Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Isabella	Not answered	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes

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 Wilson Street and Coromandel Street?

Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
James	Brooklyn	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes

Comments:
These changes would make a safe route between Newtown and the Crawford Road bike lane that avoids the busy traffic on Constable Street, with far less impact on parking.

Network importance

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

Comments:
The connection between Newtown and Kilbirnie is important for local journeys but also for many trips from the Eastern suburbs towards the CBD.

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?

Comments:
Please increase traffic calming on Wilson St. Consider reducing traffic on the two-way parts by converting them to one-way traffic or installing mid-block dividers so they are used for access only and not for rat running.

**Wilson Street and Coromandel Street consultation
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
James	Island Bay	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes

Comments:
I strongly support better cycling infrastructure.

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 Wilson Street and Coromandel Street?
Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
James Barber	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes

Comments:
The most important thing is cycle infrastructure on major road ways. Wilson st is not a major road way and safe to cycle on anyway.

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 Wilson Street and Coromandel Street?
Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jane Patterson	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
No

Comments:
I am very supportive of better solutions for cyclists however the bottom of Wilson St will not work as a part of solution. it is too narrow, does not lend itself to an exit into Riddiford St and removing any parking in this area and Newtown in general will contribute to a significant issue for residents.

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 Wilson Street and Coromandel Street?

Comments:
I don't have a particular difficulty with these areas but given that lower Wilson St won't work it may require a re-think and definitely some consultation to reach a better outcome.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jennie	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?

Yes, but with changes

Comments:

Wilson two way street would be great but not the one way. That should go on hold until we know where the Berhampore & Newtown cycleway is going - no point upsetting everyone with the contra lane until you know it will be joining onto somewhere/ also the intersection going onto the main road is very busy and would be difficult to turn right and ride into town. Would like to see the two way parts of Wilson St become the main road so where it crosses Owen they can change it around so cycleway has the main road and Owen St traffic has to stop at give way sign instead. Have you thought about blocking halfway between Daniel and Wilson and then Wilson and Coromandel so it is only used by pedestrian, bike and people who live on the street. Vision on a bike is very bad when crossing from Owen from Wilson. This is also the case for the top of Wilson with bikes turning right into Coromandel. If not use the one way Wilson then would be much better for bikes to turn right onto Daniel and then left down Mein St to the lights by the hospital. This would also help with kids going to the school and hospital staff who get onto bikes rather than park on the local streets :-)

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 Wilson Street and Coromandel Street?

Comments:

A pedestrian crossing would be great by Wilson and Daniel for school kids and will also help to slow the traffic down some more. Pretty dodgy here in the mornings and afternoons. Also thinking of using Mein St as a cycleway the footpaths are really very wide so might be able to have an uphill lane to Daniel but ride on the road going downhill just like is proposed for Crawford. This is the route that is used by most cyclists that link to Wilson St now and also how I ride home even though I live on Owen St (hospital end) and need to double back - still much safer and flatter!

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
jill ford	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes

Comments:
It will provide for people on bikes to avoid Constable st when going down to Newtown.

Network importance

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

Comments:
I live in Newtown and hate cycling on Constable st, so alternatives need to be made that fit with the proposed cycle lane on one side of Constable.

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?
Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jim Pearce	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes, but with changes

Comments:
The contra-flow lanes make no sense as the west bound lane would simply dump cyclists in busy Riddiford Street. Terminate the bike lanes at Daniel Street.

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 Wilson Street and Coromandel Street?

Comments:
Wilson and Coromandel Streets (plus Constable Street and Crawford Road) should not be part of the Kilbirnie Miramar discussions. Visiting Newtown shops is a red herring.

SUBMISSION ON BIKE LANES IN WILSON STREET, NEWTOWN

A walking and cycling path all the way around Wellington harbour as mooted in *It's time to connect* is a highly laudable goal. To facilitate safe cycling routes within the city and suburbs for those who wish to cycle and to encourage the uptake of cycling are also laudable aims but the question must be asked, "At what cost to the communities involved?" Are these changes wanted by the affected communities?

Cyclists and would-be cyclists are (and will almost certainly remain) a minority of the population. While it is right to look after minority groups, democracy demands that provision for such minority groups does not ride roughshod over the interests of the rest of the population. This is what appears to be happening at the moment – there are going to be bike lanes and be damned to residents and others adversely affected. We have seen this in Island Bay already.

The current council approach to bike lanes is piecemeal, blinkered and full of fine sounding phrases but with little apparent consideration of the associated issues or consequences. Although implementation of bike lanes may need to proceed in stages, there needs to be a coherent overall plan before any construction begins and we have more 'Island Bay' style debacles.

Bike lanes on public roads create issues with parking, allocation of road surface and direction of travel. This submission will deal with the 'Big Picture' of car and cycle in everyday life, the situation in Newtown and then Wilson Street in particular before discussing the current proposal.

The Big Picture

Times have changed since this photograph of a Wellington street was taken. Commuting aside, the 'motor car' has become an integral part of life for a large proportion of Wellingtonians, be it for shopping, visiting friends and family, sport, excursions or holidays. On the other hand, according to figures provided by a city councillor, only a small proportion of the population cycle at present and 7% would be hopeful



target following the introduction of a complete cycle network. All of the activities listed above often involve groups of people in situations where neither public transport nor bicycles are practical alternatives. While there will always be some hardy individuals (some would call them fanatics) who would cycle in all weathers, few would consider cycling in wind or rain as a desirable means of transport or recreation activity. Like it or not, even though it may not be used every day, the motor vehicle (or whatever it evolves to in the future) will remain a vital, if not essential part of the life of most Wellington residents, more so than bicycles.

Newtown

Miramar and Kilbirnie, the main thrust of current bike lane proposals, are relatively new suburbs where provision for off-street parking is usual. Newtown, on the other hand is an older, inner city suburb where off-street parking is not the norm. Unlike other inner city suburbs, the presence of Wellington Hospital makes Newtown's parking problems unique. Parking for residents, visitors and shoppers was not a serious issue until the hospital began to charge for staff parking. That emptied hundreds of extra vehicles on to the surrounding streets overnight. The consequence is that parking is at a premium throughout the suburb, clearly illustrated by the appearance of a Wilsons Parking area on a recently demolished site in Hall Street. The situation is about to be exacerbated for up to two years as the hospital embarks on the construction of a new children's hospital. The removal of parking spaces in any street, will immediately impact the rest of the area. Although bike lane consultation is street by street, no street can be considered in isolation.

Wilson Street

Apart from having a section that is one way, Wilson Street is probably typical of Newtown. Approximately half of the dwellings have no provision for off-street parking and of those that appear at first sight to have such provision, many may not be suitable for modern vehicles, either because the space is too narrow or because it is not long enough to accommodate a vehicle without it projecting on to the footpath. The latter is most common where houses have been converted to flats and the front fence removed.

Wilson Street Proposal

The claimed justification for the inclusion Crawford Road, Constable Street, Coromandel Street and Wilson Street in the Kilbirnie and Miramar proposals is to create a 'safer biking connection through to the Newtown shops'. This is an example of piecemeal planning. All of the discussion seems to have focussed on facilitating travel but with no thought of what to do with the cycle at the end of the journey. The current proposal would direct cyclists to Riddiford Street with no indication of what the cyclist should do then or what is proposed for the future. It is reasonable to ask, "Why would the average cyclist even want to visit Newtown shops?" The shops are important to local residents but are not a 'tourist destination' in their own right. Having arrived in Newtown, what are cyclists supposed to do with their bicycles? There are four bike racks outside the library (on Constable Street) and three outside the New World supermarket (two blocks away from the end of Wilson Street). The only other option is to chain bicycles to cages around curb-side trees.

Wilson Street itself is a quiet street, eminently suitable for cyclists. Sharrow markings in the two-way section, as per the current proposal, simply recognise this situation. The real issue is the one-way section where most of the dwellings are flats. At an on-site meeting of residents, it was pointed out that there were not enough off-street parks to meet the needs of residents in this section and that on-street parking was vital. Resident only parking provisions do not solve the problem because of the limit on permits per household. Conversion of parking spaces to a dedicated westward bike lane is an unfair allocation of precious road resources when such a lane would merely deposit cyclists on to Riddiford Street with no safe way to proceed from there. The logical course of action is to terminate the bike lane at the junction of Wilson and Daniel Streets until such time as plans for Riddiford Street have been advanced.

At present, there is an offset in Wilson Street at Daniel Street, created when the current planting on the south side was formed. If angled parking spaces are to be formed at this intersection, they would be better sited on the north side so that the off-set was reduced – particularly important if bicycle usage is expected to increase.

Summary

- Wellington Hospital parking policy has created a parking crisis in Newtown as a whole.
- Consequences of removal of parking cannot be considered in isolation, any change affects the whole area.
- NO LOSS OF PARKING SPACES WHATEVER.
- 'Biking connection to the Newtown shops' is an ill-conceived and pointless concept.
- Two-way cycling in the one-way section of Wilson Street is of little value until there are clear plans for Riddiford Street itself.
- The bike lane should terminate at the intersection of Wilson and Daniel Streets.
- Removal of the planting at the Wilson and Daniel Streets intersection would enable a safer alignment of the two sections of Wilson Street.

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Joanne Cotter	Other	Newtown Laundry & Dryclean	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
No

Comments:
We are a business at the end of Wilson Street nearest to Riddiford Street. We have several work vehicles and vans that go in and out all day. We also have customer parking for our customers. The parking space is very busy. I am concerned about health and safety issues for this busy end of Wilson Street. I also do not like the idea of losing parking in the Newtown area. There is already a huge shortage of parking for customers wanting to visit shops in this area. I suggest it would be an idea to check how many vehicles actually use this street before making access and parking difficult. Putting bicycles into an already busy area for vans and delivery vehicles is not safe. Vehicles back out of our parking area into the one way street. I would be concerned that bikes travelling at speed down the hill may cause a safety issue. Also it is worth noting that our customers need to be able to park near by as they have baskets of laundry with them.

Network importance

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

Comments:
I do not see a lot of bicycles in the area.

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?

Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Joe Thomas	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
No

Comments:
Seems pretty pointless - you'd be better doing Constable Street where there's traffic lights making it safer for cyclists. The real problem streets in terms of safety are Riddiford and Adelaide, so spend the money there first.

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 Wilson Street and Coromandel Street?

Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jonathan Black	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
No

Comments:
I don't believe the solutions is creative enough and will just ends up causing similar issues to that of Island Bay. It is currently extremely difficult to get parking on Wilson St for residence and tradespeople. This will exasperate the issue, but still not really provide a safe cycling experience for all age groups.

Network importance

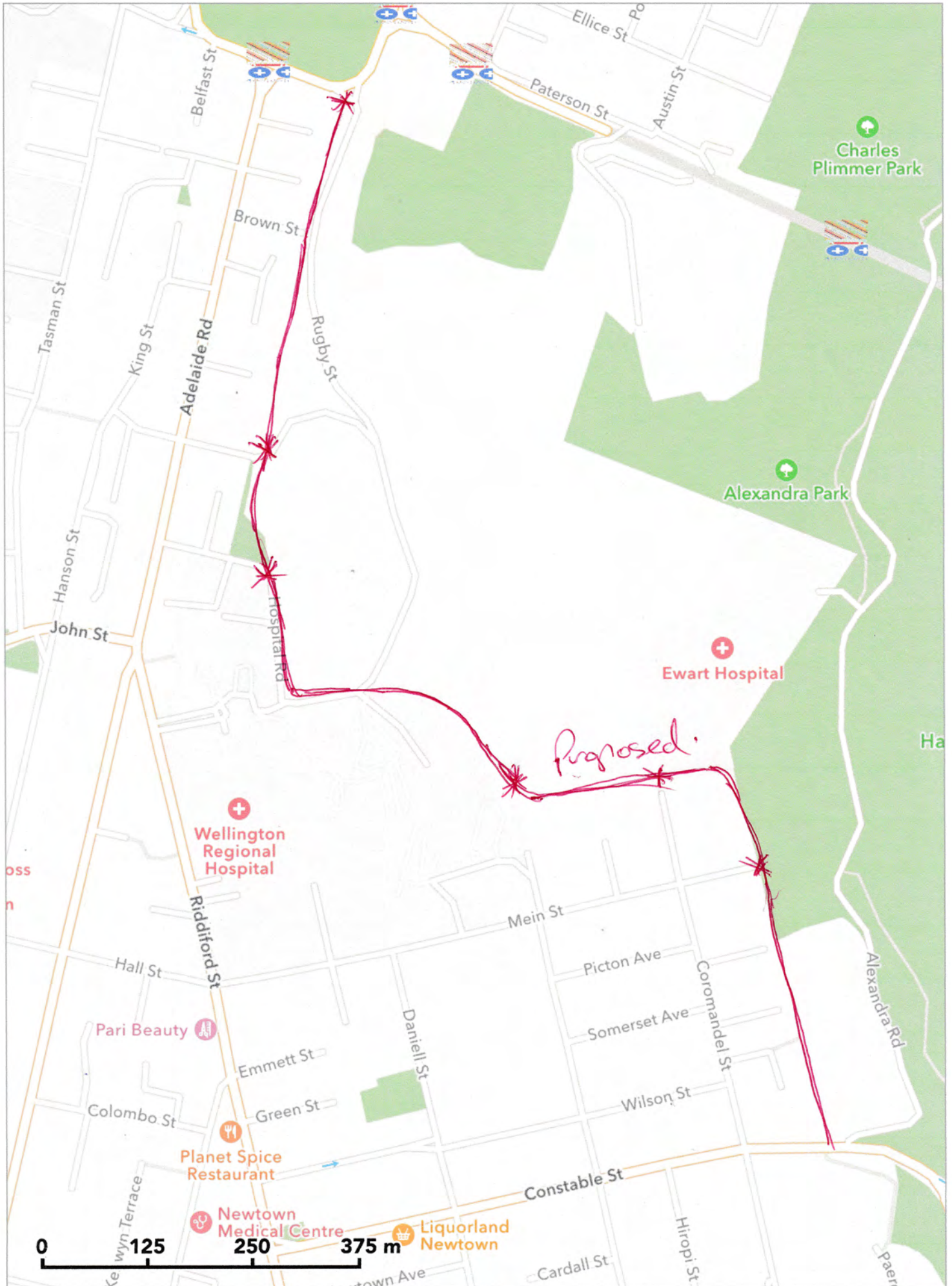
How important is it to make these improvements as part of a safer city-wide cycling network?
Not answered

Comments:
Not answered

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?

Comments:
I suggest taking the cycle track off the road network as much as possible. A track could be taken from Rugby St along the boundary of Government House and the industrial sections along Adelaide Rd. This could then proceed onto Hospital Rd and along the reserve at the back of the Hospital. The Track could then go along the land on the reserve above Coromandel St. This would provide a safe scenic route with access from Mein St, Owen St, the Hospital and various places along Adelaide Rd. Adelaide Rd area is planned for dense housing , so a bike track next to this area would be ideal. This track would also give access to the Mt Vic trails.



**Wilson Street and Coromandel Street consultation
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jonathan Coakley	Melrose	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
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 Wilson Street and Coromandel Street?

Comments:
Not answered

**Wilson Street and Coromandel Street consultation
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
juan	Island Bay	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes

Comments:
this is one of the only access points to the airport side, from 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 Wilson Street and Coromandel Street?

Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Jude Ball	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
No

Comments:

Network importance

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

Comments:
In a world of unlimited budgets and wide community support for cycleways, I would be keen on this proposal. But as it stands, I don't think the benefits will outweigh the costs, which are not only financial but include considerable loss of carparks and therefore potential loss of community goodwill. I cycle daily, and see two problems for cyclists with this proposal 1) if riding from Kilbirnie to Newtown shops, the right turn on a very fast and busy street onto Coromanel feels riskier than staying on Constable (where matching car speed is possible on this downhill stretch), and 2) what happens where Wilson meets Riddiford Street? Are there plans to built lots of cycle parking at that end of Wilson? Because it's a very unfriendly place to enter Riddiford Street on a bike. I'm not convinced people on bikes will use this route.

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?

Comments:
The two-way part of Wilson Street is currently quiet with slow traffic (thanks to speed humps) so the sharrow approach is appropriate in my opinion.

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Julia Burgess	Hataitai	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?

No

Comments:
Not answered

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 Wilson Street and Coromandel Street?

Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
K P Trust	Maupuia	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
No

Comments:
Impacts: 15 parking spaces would be removed on the southern side of the road. Four angled parking bays would be added is insufficient and will impact the residents and put even more pressure on the current lack of parking in the street currently. This will not work unless more resident parking is made available near the angle park area? Also suggest talking to owners who would like to create more offstreet parking and subsidise curb crossings and remove any restrictions or WCC costs to make this happen. Cyclist will be at risk of parked cars moving in an out of offstreet car parking and may injure cyclist and damage vehicle. Suggest leaving status quo unless compensation is giving to owners who wish to create offstreet parking.

Network importance

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

Comments:
It is important to keep all safe in any form of comute but more importantly to ensure residents are not impacted by the reductioin of available car parks and possible risks to pedestrians

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?

Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kara Lipski	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes, but with changes

Comments:
Wilson St is probably too narrow to do either plans. I use this road at present to cycle between Coromandel St and Newtown

Network importance

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

Comments:
just make sure the cycle network is on roads wide enough to do so. I suggest you have someone measure the cycle/footpath in central Tel Aviv to just how wide these shared routes have to be.

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?

Comments:
both streets too narrow for what you plan. Improving the sensors for roadbikes would be a vast improvement

**Wilson Street and Coromandel Street consultation
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kath Haines	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
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 Wilson Street and Coromandel Street?

Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Keith	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes, but with changes

Comments:
Is it possible to block Wilson halfway down so bikes can use it but it stops being a through road for vehicles.

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 Wilson Street and Coromandel Street?

Comments:
Need to change the intersection of Owen and Wilson so Wilson St is the dedicated road and give way signs on Owen as it is a blindspot for bikes pulling out of Owen and you can't see a car coming until you are halfway across by which time it is too late. Is it also possible to put in a pedestrian crossing on the north side of the Daniel and Owen intersection as this is often used by school children and hospital workers in the mornings.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Kit & Ken Burford	Seatoun	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes, but with changes

Comments:
The two way section appears to be a good plan. However, it is very unfair for the council to remove street parking for residents in the one way section. Their homes were bought with street parking there, and now once again, they are to be disadvantaged to accommodate cyclists. We think parking should remain, the pavement on the south side should become the cycle path, and all pedestrians should use the pavement on the northern side. As you have said, this section is relatively quiet with low vehicle speeds and low pedestrian usage.

Network importance

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

Comments:
As council seems determined to have cycle ways, whether the majority of citizens want them or not, they have to make them work.

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?
Comments:
Not answered

**Wilson Street and Coromandel Street consultation
Submission**

NAME: Kylie	SUBURB: Other	ON BEHALF OF: Individual	ORAL PRESENTATION: Not applicable
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Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
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 Wilson Street and Coromandel Street?

Comments:
Not answered

**Wilson Street and Coromandel Street consultation
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Laura	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
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 Wilson Street and Coromandel Street?

Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Laurie Foon	Berhampore	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes, but with changes

Comments:
"Wilson St is a great quiet alternative to Constable St. More work needs to be done on this proposal before decisions are made. That should happen as part of the Newtown and Berhampore public engagement in 2018."

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 Wilson Street and Coromandel Street?
Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Lyndsay	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes, but with changes

Comments:
As a resident of Wilson St, I am concerned about the loss of car parks - there is already high pressure on car parks due to the hospital

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 Wilson Street and Coromandel Street?

Comments:
I think that one group that gets overlooked in this discussion is Pedestrians. I not infrequently encounter cyclists on the pavement. Many are children, going too fast. My understanding is that this is illegal and it is also dangerous.what is the plan to manage this issue in the proposed plan?

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
M	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?

No

Comments:

There has not been enough time for consultation. This is not the busy main st; it is still a thoroughfare; has the area's car park; has businesses on it and goes into a busy intersection on the main rd.

Network importance

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

Important

Comments:

It is important to make everyone safe therefore this should not be added on to the current cycle way which is been rushed through without consultation. Very underhand WCC. Newtown has a protection for pre 1930 houses which is highly reliant on st parking. Sarah ...that uber might of not of required a car park when it dropped you off but there is a good chance it came home to Newtown where the driver lives. And interestingly a some of those cyclers drive to Newtown; drop their children off at child care and park in the newtowns street while they bike into town ...

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?

Comments:

there is an opportunity to create a new road/lane that offers safety away from the traffic ...why not create a track at the base of the green belt which then goes down cambridge tce centre ... and if the flyover had gone ahead this would of been the link from the green belt to cambridge tce. Cyclist and walkers would then have a direct and safe route, And then they wouldn't have to run the gauntlet on Adelaide rd or hold up buses in the bus lane. And drivers would feel safer too - win win for all - less consultation costs as no one is loosing parks

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

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?

Yes, but with changes

Comments:

The hospital is open to a cycle ramp which would join Owen st with hospital road. This could take East-west traffic (and keen West-east traffic, but there is an uphill, so less people will use it that way), west-east traffic can come through newtown shops (and stop and shop) and then go up Wilson st in the current one way format. However, I think a contraflow cycle lane in this block is also good and would suit those who need to go to Newtown for shopping.

Network importance

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

Very important

Comments:

Encouraging Wilson St as a safe cycling area is very important to get more cyclists on the road and keep them safe and away from heavy and fast traffic.

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?

Comments:

please ensure there are good turning facilities from the top of Wilson into Coromandel - at peak times it's very hard to turn out as there are cars queued up along Coromandel. Also a bike box at Coromandel/Constable and for right turning into Coromandel from Constable.

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mark Byrne	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes, but with changes

Comments:
I think the changes to Constable St, and the two way section of Wilson are a good idea. I don't think changing the one-way part of Wilson street is good for two reasons. The first is that it removes parking from an area that is already short of parking - I live in Hiropi St and we have people who work in the Hospital coming to park here. The second is that I don't think that cyclists will use the Wilson St exit onto Riddiford, as it involves crossing the traffic heading South along Riddford St. This traffic is often hidden behind the buses at the bustop. I think most cyclist would go down the 2 way part of Wilson, but then head North along Daniel St then down Mein St.

Network importance

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

Comments:
Keen to see more cyclists on the road, but it needs to be balanced with car parking in increasingly inbuilt inner city areas.

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?

Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mark Coburn	Mount Victoria	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes

Comments:
Generally supportive of all cycling developments. Currently thinking cyclists like using downhill fully along Constable St to Newtown so the transition to Wilson may only really happen once Wilson uphill has been used for a far while, need to see its really 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 Wilson Street and Coromandel Street?
Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Mark Johnston	Melrose	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes

Comments:
This route is essential in allowing less confident people on bikes to get from Kilbirnie to Newtown without having to use the busier Constable Street where people on bikes are expected to take the lane travelling downhill.

Network importance

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

Comments:
It should be signposted from the intersection of Coromandel and Constable Sts as 'Newtown Shops (quiet)' so less confident cyclists know they have the option. I would also consider closing off Wilson St along one of its sections so that it cannot be used as a rat run for motor vehicles, but can still be walked or cycled in its full length.

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Murray Grindlay	Kilbirnie	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
No

Comments:
I've usually used Constable Street when descending to Newtown from Crawford Road; I appreciate the road is relatively narrow, but with care it is not a problem for cyclists. I have often used Mein Street/Daniell Street/Wilson Street/Coromandel Street when cycling from town to Kilbirnie (via Newtown); again I have not found problems with this route. I think there is a problem with removing parking, as parking spaces are needed for residents of the area and for people working or doing business in the Newtown shopping centre. Has any research been done on how many cyclists actually cycle from Kilbirnie to Newtown and vice versa via this route?

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 Wilson Street and Coromandel Street?

Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nick	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes, but with changes

Comments:
Losing the parking on one-way section would be terrible for Newtown. It's also not too bad for cycling today. Instead use Mein St or put the cycle path on the sidewalk.

Network importance

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

Comments:
Newtown to City is far more important than Newtown to Kilbernie for nearly all cyclists.

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?
Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nick T	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?

Yes, but with changes

Comments:

I support the proposed changes to Wilson St. I think adding bollards to prevent through traffic would further improve safety. Especially as the road is used by a number of Newtown School/St Anne's students. I think most cyclists travelling down Constable St are likely to by-pass the Wilson St route in favour of the more direct route to Riddiford St. I would support any design changes that would make this right turn into Coromandel St safer. eg Slowing traffic speeds on Constable St.

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 Wilson Street and Coromandel Street?

Comments:

Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nik Artemiev	Kilbirnie	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
No

Comments:
Too many car parks removed from an area that is already short of car parks. This is already a quiet enough street for cyclists to use but they rarely do, the changes will do little to improve the usage by cyclists.

Network importance

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

Comments:
We shouldn't go all out and build a massive cycling network in Wellington because the city's topology and weather does not suit it. I agree cycling is a good for you health, but so is walking, gardening, jogging, going to the gym, so on and so forth. A cycling network is a luxury and not mandatory. If the suburb/city is relatively flat and has wide streets then it's easy to argue for something, when it's hilly, has narrow streets and inclement weather then it's a dream. People came to Wellington to live and work, if they wanted to come for cycling then they should have chosen Palmerston North or some equally suitable place.

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?

Comments:
Not answered

**Wilson Street and Coromandel Street consultation
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Nina	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
No

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 Wilson Street and Coromandel Street?

Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Patrick Morgan	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes, but with changes

Comments:
I recommend Council doesn't make any decisions on Wilson St until better engagement with Newtown and a plan for the whole suburb. It's risky to go ahead with just one street, especially with no plan for Riddiford St..

Network importance

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

Comments:
Making it possible for more people to bike, more often aligns with WCC and Govt policies. Benefits are compelling: more transport choices, transport equity, amazing health gains, helps meet climate targets, and adds liveability. Good for local retail. Safer.

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?
Comments:
Not answered

**Wilson Street and Coromandel Street consultation
Submission**

NAME: peter	SUBURB: Lyllall Bay	ON BEHALF OF: Individual	ORAL PRESENTATION: Not applicable
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Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes

Comments:
perfect quiet street, reduce traffic speed to 10km/hr

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 Wilson Street and Coromandel Street?
Comments:
Not answered

**Wilson Street and Coromandel Street consultation
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Peter	Hataitai	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
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 Wilson Street and Coromandel Street?

Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Renee McDonald	Newlands	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
No

Comments:
Parking is such a problem in Newtown and you are removing parking from one side of the road and only replacing this with 4 alternative parks in the oneway section. This doesn't leave residents with many alternatives. Additionally with all the traffic feeding through Newtown encouraging cyclists down residential streets is going to increase the congestion and cause many more accidents in an already busy area.

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 Wilson Street and Coromandel Street?

Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rhedyn Law	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes, but with changes

Comments:
I support the provision of seperated cycleways as a necessary part of WCC's wider transport network, though am concerned that this consultation hasn't been undertaken as a network wide approach and subsequently it is difficult to see how this part of the proposal will fit in with the wider network connections through Newtown. Sharrows may be appropriate on Wilson St where an alternative seperated cycleway connection is provided. However, as a stand-alone proposal it is my view that sharrows do not provide sufficient safe infrastructure for cyclists, particularly when trying to accommodate less confident users.

Network importance

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

Comments:
A comprehensive cycling network is required across Wellington. The reality is that this is going to result in the loss of some carparking on routes where cycling is being prioritised, and this loss needs to be put into perspective with regard to available on street parking within the local area, not solely on the street in question. Other benefits of cycling should also be highlighted, such as the mental and physical health benefits, long term benefits to traffic congestion and the ability for cycling infrastructure to increase the vitality of commercial areas, which is well documented internationally.

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?
Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ron Beernink	Other	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes, but with changes

Comments:
For residential streets like this, two way cycling with sharrows appears more appropriate. This needs to be in combination with low speed enforcement. In fact, this street lends itself better for a 'living street' shared environment where the design is such that drivers and riders naturally look out for and give way to pedestrians including children playing on the street. This means that the street should be discouraged to be a thoroughfare.

Network importance

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

Comments:
Cycling and walking should be safe and a priority on residential streets like this. It also helps to make this part of the wider cycling network that connects across Kilburnie.

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?
Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ron McGann	Vogeltown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes

Comments:
Some provision should be considered for cyclists using the one way section of Wilson St to turn right into Riddiford St and then head north. e.g. a warning sign at the intersection of Wilson/Riddiford St CYCLISTS CROSSING?? Also the GIVE WAY signs at the intersection of Wilson St/Owen St should be changed to give priority to uphill/downhill cyclists on Wilson St as vision is restricted both cycling uphill/downhill at these intersections due to parked motor vehicles and cyclists may be part way across the intersection (especially at Owen St) before they can see fast moving motor vehicles travelling along Owen St. Is it possible to have a RIGHT TURN only phase on the traffic signals at the intersection of Constable/Coromandel Sts to encourage cyclists to use the Wilson St route? Currently Constable St motor vehicle traffic gets most priority. The right turn phase could operate a bit more longer than the current one and be more frequent at commuter times?

Network importance

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

Comments:
Wilson St is a quiet alternative to Constable St (both east and westbound) for cyclists. The speed humps could be modified so there is a gap in them so cyclists don't get a bump when they cross them. After all they are there to slow drivers down aren't they?

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?
Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Ronnie	Not answered	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?

No

Comments:

I strongly oppose the cycleway proposed for Wilson Street. I have a number of concerns with the plan proposed in particular:

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 Wilson Street and Coromandel Street?

Comments:

Not answered

I strongly oppose the cycleway proposed for Wilson Street. I have a number of concerns with the plan proposed in particular:

- The loss of 15 car parks on the southern side of Wilson Street and more if the parks in front of driveways is included;
- The adverse impact on local businesses, as a result, of the loss of the car parks;
- The adverse impact on property values on the street;
- This plan will exacerbate an extremely busy street where parking is already at a premium with the nearby hospital and churches.
- Health and safety concerns with the contra flow cycleway in the one-way section of Wilson Street, which is already heavily congested and narrow; and
- The lack of a long-term vision for the cycleway and the piecemeal approach. No solution of what cyclist will do at the corner of Wilson and Riddiford Street, as cyclists won't be able to turn right onto a busy Riddiford Street. This is likely to be a significant safety concern.

I believe this section of the cycleway has been poorly conceived and is a recipe for another cycleway disaster that will potentially create a more dangerous and life-threatening environment. The section from Wilson Street to Daniel Street is a one-way street heading east having cyclist travelling in the other direction does not make sense. I am concerned that cyclists are potentially heading onto Riddiford Street from Wilson Street with cars turning into Wilson Street heading in the opposite direction (appreciate it is proposed that Cyclists share the footpath with Pedestrians). There are many elderly residents in the area and I believe a shared footpath will make it more difficult to use this section of the footpath if they must also negotiate cyclists.

It's an extremely busy and narrow street with parking on both sides at a premium. Traffic moves slowly along this section of the Street and having cyclists sharing the road heading in the same direction should not be an issue. Admittedly this does not help cyclist heading west but an alternative route should be examined for those cyclists heading toward Newtown from Kilbirnie. On a Saturday Newtown is extremely busy with the markets at Newtown school, removing 15 car parks will make it extremely chaotic. Also during the week parking is at an absolute premium, partly due to the shortage of parking for the hospital and its staff. There are several churches in the immediate area and the removal of car parks will create traffic issues on Sunday morning and other special occasions held at the churches. The removal of 15 car parks will simply exacerbate this problem and move the problem to other parts of Newtown.

My Mother is house bound and removing any parking in this area will simply mean it will become extremely difficult for friends and family/other visitors (including tradesman) to visit and as a result isolating her. There are a number of elderly people on the street and having them negotiate cyclists and motorists will put them off exercising and walking on the street. Having a raised ridge separating motorist and cyclists will create a further safety hazard for pedestrians as they cross the street.

The removal of 15 car parks (and potentially more with parks in front of existing driveways also likely to disappear) in the immediate area will have a serious adverse impact on the future viability of a number of businesses in Newtown. There are many restaurants, bars, other businesses including specialty shops like Moshims on Wilson Street, that many people visit from outside of Newtown. The removal of car parks will make this increasingly difficult.

The removal of the carparks and the existing garden bed on the corner of Wilson Street and Daniel Street will also have an adverse impact on the property values on Wilson Street.

I also struggle to understand how many cyclists will realistically be able to cycle their way up to the top of Constable Street from Kilbirnie. Not many I suggest. This plan seems like a sledgehammer approach to a perceived issue that may not be apparent.

I genuinely hope the Council will seriously consider all views and concerns associated with the proposed plan and not seek to railroad a predetermined decision during this consultation process. I suggest there are plenty of precedents where the cycleway has been poorly planned and implemented, there can't be a repeat of this that has divided the community and proved extremely costly.

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Rosie Parker	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?

Yes, but with changes

Comments:
As both a resident on Wilson St and a cyclist, I think a safe cycle path from Kilbernie to Newtown is a great idea. However, it is already near impossible to find a park for residents in this area so I strongly oppose removing car parks. The new changes to the hospital will also decrease staff parking, pushing more people to park in that area of Newtown during the day. I suggest that instead of removing parks for the contraflow cycle way, the footpath on the north side of lower Wilson street should be converted into a shared cycle / pedestrian area. It is a very short stretch of road, with minimal foot traffic, so I think this would be the least disruptive option to residents of Wilson 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 Wilson Street and Coromandel Street?

Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Russell Taylor	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
No

Comments:
The one way part of Wilson Street is usually very busy with pedestrians, cars, skate boarders, but very few cyclists. Car parking is already inadequate at the present time, as it is used by hospital workers, hospital visitors, Sunday church goers, Saturday market shoppers, restaurant diners, campervaners and shoppers in general. This does not include all the residents in the area, and please note that most houses have more than one car, and no off street parking. Please do not try telling me that a cycleway will encourage locals to get bikes, because I do not believe that it would.

Network importance

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

Comments:
see above

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?

Comments:
see above

**Wilson Street and Coromandel Street consultation
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Steve Burridge	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
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 Wilson Street and Coromandel Street?

Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tania	Kilbirnie	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes

Comments:
Great idea

Network importance

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

Comments:
Excellent to have an option for less confident cyclists, people carrying children to come down Wilson rather than Constable

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?

Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Thomas O	Aro Valley	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes

Comments:
Please introduce residents only parking on Wilson Street. Some locals regularly leave trailers and wrecks permanently on the road. The same goes for Constable Street. One person has a storage truck that does not move permanently parked on the road. A horrendous and free use of public space.

Network importance

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

Comments:
This is essential to link things up.

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?
Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Tim Jenkins	Wilton	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes, but with changes

Comments:
The one-way section looks great. Some traffic slowing/calming measures and streetscape enhancements in the two-way section would be good.

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 Wilson Street and Coromandel Street?
Comments:
Not answered

Wilson Street and Coromandel Street consultation
Submission

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NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Want to be anonymous	Newtown	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
No

Comments:
This is the wrong time of the year for a short consultation period. Towards the end of the year many people are overloaded and stressed, this consultation should have happened earlier in the year. I don't think any cycle ways should be implemented until pedestrian are prioritised. When this happens a whole lot of other things would flow from this and many cycle ways may not be necessary, go to government and ask that cycleway funding be put on hold until pedestrian issues are sorted. Getting very annoyed with the waste of ratepayers money and cycleways.

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 Wilson Street and Coromandel Street?

Comments:
Not answered

**Wilson Street and Coromandel Street consultation
Submission**

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Yvonne Weeber	Lyll Bay	Individual	Not applicable

Overall support

Overall, do you support the proposal for a contra-flow bike lane, sharrow road markings and the associated changes on Wilson Street and Coromandel Street?
Yes

Comments:
I do use Wilson Street to cycle up the hill and down the hill. You need to provide a good two way cycle access. I do wonder what happens at the intersections as the devil is in the detail.

Network importance

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

Comments:
You need to have Wilson Street part of the cycle network. However I do realise that this is a large amount of street parking. I wonder would this area be a good place to develop a cost effective car share and also provide cheap or free bikes?

Other comments

Are there any other comments you would like to make about the proposed changes to Wilson Street and Coromandel Street?
Comments:
Not answered