

---

# Island Bay cycleway submissions

Other informal submissions

1-75

---

# OTHER 1

'Email title: Island bay cycle way. Option d" Why have you put in a provision of a 1.0m flush median between traffic lanes within the residential area.  
I'm a cyclist but know the residents in island already complain about the width of the road so having a 1 meter strip down the middle that nobody uses seems pointless.  
I like the idea of the cycle lane being at nearly the same level as the walkway or maybe 1 or 2cm lower. Then if there are people standing on the cycle way you can go around them.

# OTHER 2

I think Option D presents a good balance between cost, impact on motor vehicles and cyclist safety. A raised cycleway above the road level is consistent with most cycleways I seen in the Netherlands and in France. Retaining diagonal parking for cars will reduce the impact of the cycleway on car parking. The cost of option D is only 18% greater than Option B and has considerably greater benefits. However this view is based on rather scanty evidence.

I am very interested to know what impact the current Island Bay cycleway has had on cycling in the area. Have the number of cyclists changed since the cycleway was opened? Have the accident or injury rates to pedestrians or cyclists changed? Are more children riding to and from school? Do you have pedestrian counts for the footpaths that may be affected? How will a footpath of 3.4m impact on pedestrian movement?

I think having an understanding of the impacts of the cycleway will help the public better determine which is the best option for Island Bay and Wellington.

## OTHER 3

Hi, As a concerned resident of Island bay please please return the cycle way to its original design.  
This current design is a nightmare for drivers and pedestrians and is hardly used to justify it staying in this format  
Regards

## OTHER 4

I do not support the proposals to further alter the cycleway in Island Bay. I think the current layout should remain as it is. This works fine. There are no safety issues. Any change would negatively effect the shops in our community.

I am a cyclist.

Thank you for listening to the voices of our community.

Submission attached.

# OTHER 6

Hi,

Thanks for the opportunity to provide feedback. Please see the following comments:

## Disclaimer

- the following comments are only personal opinions, I am not a frequent cyclist in Island Bay, and have not researched cycling safety design or other cycling infrastructure developments.

## Design speed

- what is the target audience and design speed for cycle lanes? 10kph recreation or 30kph commuting speeds?  
- If the latter (commuting speeds),

- the speed variance will be less between cyclists and cars, making a cycle lane next to a footpath redundant - cyclists will choose to use the road.

- commuting cycle lanes should be completely extended to probably destinations (Newtown or CBD). The current cycling environment along Adelaide Road must change first (clearway during am peak).

- cyclists can be expected to keep their line at bus stops, crossing into the vehicle traffic lane. To mitigate safety risk, convex mirrors should be installed where possible at potential diversion points.

Many thanks,

Attachment to email submission #5

3/8/17  
Whitby

To whom it may concern

**Design Options – Parade Cycle Way**

Thank you for the opportunity to comment on design proposals for the Island Bay Cycle Way.

The concept of safe cycle passage from outlying suburbs to the city centre as a goal is itself commendable. Having said that, Council's approach to date, in respect to the Island Bay proposal leaves much to be desired.

Personally, I am neither a supporter of the current set up (which I have long considered a ball's up), or your more recent alternatives along the same theme.

Surely it would have been better to first identify the complete route then develop a common design that could be accommodated. What we currently have is piecemeal at best that is unlikely to be easily replicated as the journey progresses towards the city.

A cycle carriageway of approximately 2.0mtrs on the outside of parked cars would likely achieve a satisfactory compromise through the eyes of the wider community. This would replace the 900 mm "safety strip" and the 1.5 mtr cycle lane. To increase the bikers allocation pushes vehicles unacceptably close to the centre line.

Council is urged to rethink the concept.

Island Bay Property Owner

## OTHER 7

I have just seen the proposed changes to Island Bay on the internet. I'm very disappointed with the proposals 1 to 4. Unfortunately, Island Bay seems to be an area to try out different road constructions without having in mind the entire community. It is not all about cyclists. There are young mothers, elderly, people with disabilities and people who don't want or can't cycle. Do we not count at all? If any of these proposals go ahead, the shopping centre will die. I thought we should not use our cars for shopping and just buy locally, but you intend to kill the shops.

On the other hand, I have just found out, that you intend to close The Esplanade. Why? Who was briefed on these changes? Where is the heavy traffic going, particularly if the airport extension goes ahead. It's very sad, that all this is designed behind our backs.

I would like to see The Parade back as it was, option 5.

Thank you

## OTHER 8

Hi there just had a read of your proposals and am generally relieved. I live in Berhampore, I cycle alot, I would cycle on the cycle way 1-3 times a week and my kids would cycle on it at least once a week. It has been wonderful to have somewhere to cycle that is safer than usual for adults and kids. As a driver it is odd to park in the roadside parks but is not something I do much. I was worried the parade would go back to as it was before cycleway.

I don't support option one. At least it would be ok for confident adults but I'd be back on the footpath with my kids again which won't please the pedestrians.

Any of the other options would be fine. I would prefer option 4 as it will go down better with the business owners losing less parking and I would love to see some low lying greenery in the middle of the road! (break up the concrete). option 2 and 3 fine

Thanks so much to Island bay residents who are supportive of cycling, thanks to the council for making the initiative and the effort.

Keep it up!

## OTHER 9

There is only one sensible solution and that is Option E, return it to its original state including reinstating the car parks.

I no longer go to Island Bay. The road is too narrow and it does not feel safe parking in no man's land. I've resorted to shopping in the city instead.

Before you start on phase 2, Wakefield Park to Berhampore. Please be aware that since the upgrade to Wakefield Park it is now used 7 days a week. Which is fantastic, however this has meant that parking is already a problem for locals and park visitors. Any reduction to car parking on the street is unacceptable. This is a residential area. Our needs should come before the 2 to 3 cyclists I see in the morning. Far more people live here and use the park than cycle to work.

This whole project should be scrapped. Its a vanity project for a few not the majority. I'm sure there are better things to spend the money on. With the WCC destroying the Island Bay bus routes we'll have no option but to drive.

## OTHER 10

I live in Island Bay and support the current design. That is, the cycleway being between parking and footpath, and at road level. Accordingly, I support Option B.

I am relatively new to the area (about a year) and I regularly drive and park on the Parade. I believe the current design is completely satisfactory for drivers.

In general, I think it is important that cycling is made an easier option for wellingtonians.

## OTHER 11

I think what has happened in Island Bay is an incredibly terrible design and to further infect Wellington is a mistake.

Cycling between the footpath and parked cars is dangerous to cyclists with passengers unloading. This has introduced variable obstructions. Where would you suggest the cyclist to go when a car door is opened? Get off their bike and walk around the obstruction?

Car drivers now are obstructing cyclists trying to get out of their driveways and they can't easily see the on-coming traffic.

We used to have a beautifully wide road that accommodated all users in reasonable safety, now we don't. To continue this across Wellington is, in my opinion, madness, expensive, unnecessary madness.

## OTHER 12

A regular cycle lane on the outside of parked cars will be absolutely fine and serviceable.

I remember that we did have a very old faded one before all these changes, if that had simply been painted bright green I believe it would have inspired use in cyclists and caution in drivers.

And please, please please do not make the parking in the shopping area parallel.

There aren't enough parks as it is, it will ruin (more) businesses.

Thank you and please listen to what the people want,

It is a terrible thing for a population to lose faith in their representation or worse for their representation to ignore their people.

Thank You



## OTHER 13

Can someone please email me back as to how I vote for the Island bay cycle way option E That was announced at the meeting this week. I want the cycle way to go back to the original plan with the car parks and bus stops back in original places.

Many thanks

## OTHER 14

I vote to return the parade to original layout with shared footpath/cycle way on the narrow bits that weren't addressed in current set up particularly when the parade becomes Adelaide road - that's the dangerous bit.

Option A without the enhancements

I am an Island Bay resident. I support Option E - the one put forward by the Island Bay residents association

# OTHER 17

Hey

Has anyone thought about the psychological implications of changing the road layout in one area of the city and nowhere else. I feel like people are a bit blinded by the fact that they can do this rather than should they do this?? Has anyone thought about a tired driver with three kids at home but with twenty five years' experience of driving a certain way. A CERTAIN WAY!! Suddenly this way is changed only but only on one road of the city. You can't expect people to change their driving attitudes only on one road of the city.

Has anyone thought about HGVs taking deliveries to New World – drivers that only come to the area once per week or less are not going to be familiar with the local changes.

Why shouldn't it go back to the way it was a few ways ago? I feel like the developers of this project are not looking at the bigger picture – people are not used to change and whilst the general consensus of change is that it is a good thing; change for the sake of change is not.

# OTHER 18

Dear Councillors and the WCC City Strategy Committee

I am responding to the four proposed design options for the Island Bay Parade cycleway and the Southern Connections cycleway network (Island Bay to CBD).

Please see my response letter attached with rationale - I am passionate on making Wellington a sustainable great to live where we value everyone's views,

Please consider the option for completing the Southern Connections cycleway network (Island Bay to CBD) before any work is started on changes to the Island Bay Parade cycleway.

This approach will ensure the primary purpose of the cycleways - significant uptake in cyclists using a safe cycleway commute to and from the CBD.

About myself

I am a resident of Owhiro Bay, Wellington, a keen cyclist who primarily use the Owhiro Bay route into the CBD for commuting to work, and sometimes uses the Island Bay cycle route with my children.

I mainly commute to the Island Bay area by car for shopping and as a driving route cross suburbs.

Lets keep Wellington moving !

Thank you for your time reviewing my feedback.

To the WCC City Strategy Committee / WCC Councillors

7<sup>th</sup> August 2017

Re: the four proposed design options for the Island Bay Parade cycleway and the Southern Connections cycleway network (Island Bay to CBD)

I am a resident of Owhiro Bay, Wellington, a keen cyclist who primarily use the Owhiro Bay route into the CBD for commuting to work, and sometimes uses the Island Bay Cycle route with my children. I mainly will drive by car in the Island Bay area for shopping sometimes as a driving route cross suburbs.

I have reviewed the following publications for my response

- [Wellington Cycleways Master Plan](#)
- [Wellington City Council Cycling Framework](#)
- [Design Report: The Parade - Island Bay](#)
- [Island Bay cycleway - Parking Occupation and Duration Survey](#)
- [Southern Connections – transport projects](#)
- [WCC Long-term Plan 2015–25 city-wide cycling network](#)

My Feedback

**1. Priority of completing the Southern Connections network**

The WCC priority in terms of effort and budget should absolutely be focused on completing the Island Bay section network (sections 2 to 4) before any additional changes are considered to the Island Bay section (Section 1) which already has had significant time and money invested into this.

The current consultation on changes to the Island Bay section should be put on hold and no more budgets should be spent on design or traffic consultants. This section should be revisited only once the other sections are complete and surveys completed on the actual uptake of cyclist to confirm there is actual uptake in cyclist on using the Island Bay section network as a preferred transport option to the CBD for work and recreation.

VALUE is measured by

- Increased number of cyclists using the Southern Connections cycleway network
- Decreased number of passengers using the bus network
- Decreased number of care drivers using the road network

Lesson learnt from the consultation to date should be used for the design of the remaining section of the Southern Connections cycleway network.

**Rationale:**

1a The primary purpose of the cycleway improvement is to increase the attractiveness of cycling facilities and encourage greater cycling uptake. (as per the Design Report)

1b There is a public perception that the Island Bay cycleway has not led to an increase in cycling numbers, and the investment in the cycling facility has not yielded the anticipated benefits. i.e. the goal has not been met yet and no cycling monitoring surveys were undertaken to inform these

design options! So can you please explain the logic in focusing on changes that don't meet the primary purpose?

Q. How will any changes to the Island Bay section encourage greater cycling uptake? I.e. . if the network is not complete people will not use it in significant numbers as a transport option

1c. The Cycling Demand Analysis research report has found Council anticipated that uptake would increase but acknowledged that it would most likely be **modest** until more high quality facilities connected to The Parade, completing the route to Newtown and the CBD.

## 2. **Limited budget for city-wide cycling network**

The WCC is only receiving part of the \$100 million additional funding for the Urban Cycleways Programme (UCP) that the NZTA is contributing. WCC have earmarked \$6 m to contribute to the other sections of the Southern Connections cycleway network with a third of this from WCC on funds (\$2 M).

I am assuming this funding is not covering any consultant fees (Tonkin and Tonkin) and public consultation costs for the proposed changes to the Island Bay cycleway.

As stated in the WCC Long-term Plan 2015–25 a city-wide cycling network - \$45m has been budgeted over a 10 year period - @ \$5 M the proposed changes to the Island Bay cycleway is 11% of this total budget – where \$ 1.75 M has already been spent on building the current Island Bay cycleway.

### **Rationale:**

2.A The Wellington Cycleway Feasibility Study- Island Bay to CBD (2013) has estimated the cost to complete Southern Connections network as between \$5 to \$9 M. which is a lot better value than spending an additional \$5 to \$7 M on changes that don't actually deliver a working network!

2.B Priorities of ratepayer funded projects need to actually show benefit to users in the business case – the Design Report: The Parade - Island Bay is not stating anywhere how these primary purposes of “increased attractiveness of cycling facilities and encouragement of greater cycling uptake” are being met by a upgrade to the cycle way – again no empirical evidence to support this.

## 3. **Island bay cycleway designs - Reducing carparks**

The logic of reducing car parks is contrary to providing enough car parks to meet capacity for the Island Bay shops and residents. The current Island bay cycleway removed 36 carparks (reducing capacity) and the Island bay cycleway redesign options are proposing to reduce the carparks even more (another 40)!

This is not making any logical sense for car users which is the majority of commuters in Island Bay – how can their needs not be met? A sustainable design doesn't compromise the access to all users. Car parks cannot be taken away in fact the design should be reinstating available parks for visitors and residents to meet demand.

### **Rationale:**

3a A parking study of the shopping village (Parking Occupation and Duration Survey) was been undertaken to understand current usage and demand.

It was found that the demand for parks in the area is **nearing capacity** at points during both the weekday and weekend and several of the unrestricted parks were occupied by vehicles that lingered for the majority of the day. Many of these were identified as non-resident owned vehicles (i.e. visitors to the area)

Over 60% of all vehicles observed stay for less than an hour (i.e. doing shopping and leaving the carpark) with only around 20% of all vehicles staying for longer than four hours, which would identify them as residents or commuters.

If all these vehicles were parked during the same time the unrestricted parks would be **over 75% capacity**

3b how can the design response state in the FAQ section "Parking surveys indicate there is spare capacity to offset some of this loss" ?!

#### **4. Island bay cycleway designs - car park layout designs**

The current parking layout (parallel to the road) is leading to safety issues that car users experience – majority of commuters on the road.

Suggested outcome – revert at least on side of the road back to angled parking to remove these dangers. Only one of the proposed designs features this option.

Rationale – parallel parking is causing issues due to:

- a. Minimal width to open doors on to incoming traffic. I have children and this is dangerous from using it
- b. causes side swipe vehicle crashes when opening doors
- c. encroachment into the car door safety buffer zone in the cycleway as it's nearly impossible to reverse in or out of these parks safely without obstructing oncoming traffic
- d. reversing out of driveways and coming out of driveways in cars causes blind spots because of the parallel parked cars are positioned right next to the traffic flow – high potential for accidents

Regards

Owhiro Bay,  
Wellington

## Short Response:

1) My preference is to return to The Parade's original form, but with the introduction of speed zones i.e. 30 km/hr and 40 km/hr. This will help satisfy the requirements of safety for cyclists and all road users, largely resolve community controversy and restore the safety features of the original road configuration i.e. width, unobstructed side and forward vision and manoeuvring space.

2) Of the Options A to D provided my preference is Option A. This will restore unobstructed side and forward vision and in respect of that, benefit safety for all road users. However manoeuvring space is diminished for cyclists and motorists and as such adversely impacts safety.

## Expanded Response:

The contention implied by The Parade's change to the current configuration and by the further proposals, Options A to D, seems to be that a dedicated cycleway that forms part of a roadway is safer for cyclists than a roadway that provides safe passage for cyclists. However there are strong arguments in favour of the contrary view i.e. in the case of The Parade, that its configuration before the change, linked with appropriate speed restriction, may provide a safer passageway for all users, pedestrians motorists and cyclists alike, than any one of the four options proposed. These arguments can be succinctly made by analysing safety aspects of The Parade.

First, The Parade before the recent change was a pleasurable drive and as such centred one's concentration. This was because though flat, straight and long, it was wide and unobstructed with excellent vision to the side and ahead. Potential driving hazards, be they arising from pedestrians, cyclists or motorists, whether near or distant, were readily sighted and there was room and time aplenty to take safe evasive action. As a motorist I was keenly aware and appreciated these safety features. Breadth of road, clear unobstructed visibility and manoeuvring space. The drive was relaxing, my spirits lifted, I felt well disposed to the idea of Island Bay as a community in which to live, my levels of alertness rose.

The safety features above have largely been removed in The Parade's current configuration. The vehicle lanes are narrow, breadth of vision on either side is obstructed by parked vehicles, distance vision perspective is impaired for the same reason, pedestrian and cyclist traffic is obscured, residential driveway traffic is unsighted, reaction times in consequence are dangerously diminished and manoeuvring space severely limited. The drive requires high levels of concentration, is tension making, is no longer pleasurable and thoughts of Island Bay as a desirable residential choice no longer occur.

## Specific safety issues concerning Options A to D:

Option A: My contention is that the cyclist may be less safe under this option than in the case of the original configuration linked with speed restriction.

Under Option A the cycle lanes and motorist lanes in either direction lie adjacent to each other. The motorist still is required to allow for a one metre clearance on passing, but the space in which to do so has been restricted to three metres.

There is a danger of attitudes of ownership developing in which cyclists and motorists claim their respective lanes and ignore the passing distance allowance specified in law.

In the original road configuration linked with appropriate speed restriction, attitudes of lane ownership are eliminated, there is ample passing and manoeuvring space and speeds can be set to satisfy safety considerations. Distances are not so long that reduced speeds are going to seriously impact destination times.

## Options B to D:

The cyclist may be safer from through traffic, but blind to vehicles turning left or right into driveways from the road and susceptible to vehicles reversing or driving out of driveways onto the road. In each case cyclist reaction times are foreshortened by the carriageway configurations.

Pedestrians and motorists are at increased risk of accidents: a) Because of motorist's obstructed side and forward vision (obstructed by vehicle parking). b) Because of less space for vehicle manoeuvring. c) In consequence of obstructed visibility, a reduction in reaction time to avert impact or take avoidance action. d) Motorist's attention may be distracted by the complexities in the road configuration.

Thank you for the opportunity to comment.

Hi,

I have chosen to make my submission via email as I believe my thoughts, both positive and negative, would not be adequately conveyed should I have used the ranking system in the online submission form.

I broadly support Options C and D and strongly encourage review of my submission document, attached.

Please feel free to contact me with any questions.

Kind regards,



I broadly support Options C and D for the Island Bay Cycleway as I believe them to best balance the various objectives of the project. I do, however, have some thoughts and / or concerns about certain components of the options that I would like to address.

#### Residential and Business Interchangeability (Options C and D)

The business and residential elements of these two options should be considered separately and interchangeably. It is entirely possible for the Business Area design of Option D to provide a consistent cycleway design when paired with the Residential Area design of Option C and vice-versa. This also relates to the Business Area (All Options) point below.

#### Business Area (All Options)

Due to the community importance of the Business Area it would be remiss of the Council to not consider all available options (including those not yet presented) irrespective of the preferred Residential design. Whilst I personally believe the existing 'shared space' lane in the business area, which allows for both wide footpaths (great community space) and plenty of parking (a pragmatic requirement) works well, I understand the desire for consistent design. Ultimately, the design of the Business Area should be re-addressed, once the preferred Residential option is determined, to ensure optimum use of the highly important space.

#### Carriageway and Footpath Widths – Residential Area (Option D)

The addition of the median strip will greatly improve vehicle manoeuvrability and improve other elements of carriageway utilisation e.g. people's ability to enter / exit their vehicle from the driver's side. I expect that the significantly reduced footpath width (West Side) would meet best practice guidelines for a 'good' footpath width, not merely a minimum specification. If this is not the case, then some of the median strip should be re-allocated to the footpath to ensure it does.

#### Pragmatic Parking Implications of Raised Curbing (Options B, C and D)

The proposed curbing for these options will provide greater certainty around the correct usage of the various spaces. It does, however, present an obvious issue in that people (myself included) are not always very good at parking and there should be an expectation that vehicles will be parked significantly away from the curb (~20cm) at any given time. This will in effect REDUCE the carriageway width from the current situation where people can park hard against the buffer zone without fear of hitting the curb. A potential solution for this could be the use of slanted or low height curbs that allow people to park closer to the curb (there is less repercussion if they hit the curb). Such a solution could also allow for a wider variety of vehicle manoeuvres such as U-turns.

#### Clarity of Cycle Lane (All Options)

The entirety of the cycle lane should be painted green to provide clarity over the space usage and reinforce to drivers the potential presence of cyclists.

I object to any cycleway in and around Island bay

## OTHER 22

Hi there,  
Please put The Parade back to its origin format.  
I vote for option E!  
Thank you.

## OTHER 23

Dear Councillors  
Please find attached my submission regarding the Island Bay Cycleway.  
Sincerely

## Attachment to email submission #23

Submission regarding Island Bay Cycleway.

[theparade@wcc.govt.nz](mailto:theparade@wcc.govt.nz)

Cyclists- youngsters, teenagers, recreational and those using powered and high speed narrow tyred cycles are all in a mad rush to get from to and from work or home. They are not a safe mix with pedestrians.

Although cyclists wear crash helmets and have lights on their bikes they are not required to have any compulsory examination of their knowledge of road rules. It is not mandatory that they wear high visibility vests or carry any form of identification or are warranted in any way, although they have the same speed restrictions as powered vehicles. They have protection for themselves but nothing that protects the general public from them.

I believe it is important that this should be taken into account in all future planning of cycleways.

Island Bay Parade was originally one of the safer cycleways prior to the new markings. The new proposals are not well thought out. Council states that a return to original is no longer possible ("precludes a return to exact original layout of usable roadway"). But one of the proposals -that the running space and cycle lane amounts to a 4.8m cycleway and 6.0 m vehicle road - is not practicable on most Wellington roads and is excessive for cycle generated traffic.

Further investigation should be undertaken by local authorities towards a safe and unified approach to cycle road marking in the Wellington region.

Mornington

Wellington

*Island Bay resident and long term resident of Mornington.*

*It is disappointing that Kingston/Mornington were not included in the full vote, as I am sure these roads are used by cyclists on their way in and out of Island Bay.*

We have investigated the four proposals presented by the Council and decided that none of them are satisfactory. The only solution to the problem created by the inept construction of the existing cycle way is to abandon the existing cycle way and revert to the original layout.

The existing cycle way is a nuisance, not only to cyclists but also to motorists, bus operators, rubbish and recycling trucks, delivery vehicles, couriers, shop operators and those wanting to park.

The existing cycle way zigzags in and out of the foot way and road way and bus stops, and is therefore unsatisfactory as are all of the four options proposed.

The present desire of the Council to create cycle ways on Wellington's narrow streets is madness.

There has always been an unmarked cycle way on the left hand side of the road observed by most motorists and a cycle way with wide boundaries will never be possible.

The proposal to remove car parks for residents and shop user parking is ridiculous in a city where off street parking is required by many property owners. Where are these people expected to park if parking is taken away to create an ill considered cycle way.

Cycle ways should only be provided where the streets are wide enough for on street parking, a wide carriage way and a footpath. Designs like the existing cycle way should be abandoned and the on street parking should be against the footpath and not in the outer part of the carriage way.

We urge you to abandon the existing cycle way and consider the situation more carefully before embarking on a cycle way project as exists in Island Bay.

Thanks for making details of the planning and options of the enhancement of the Island Bay Cycleway available online.

I have read through the documents and examined the drawings and at the options looking at options that provide motorist with a roadway that is not obstructed by cyclists and a cycle pathway that provides safety to cyclists.

Preferred Options:

- 1 Option D
- 2 Option C
- 3 Option B
- 4 Option A

Motivation:

There has been little public recognition of the value and utility gained by motorists by not having cyclists compete with us for space on the road. Certainly there are many areas in Wellington where it is unsafe to pass cyclists (an easy example is around Princess Bay) so we have to slow and wait for a safe opportunity to do so. Thus a cycle way provides value to motorists as well as enhancing the safety of cyclists.

With regard to the safety of cyclists. As a specialist surgeon in Wellington I have seen the consequences and injuries of some of the non fatal "car versus bike" incidents with the cyclists being those that suffer the worst injury. These injuries may involve prolonged periods of hospitalisation and rehabilitation and long period off work or even permanent injury.

In reviewing the various options I have been looking for the designs that maximise the separation of cars and bikes.

Thus I favour those options where the parked cars provide the separation between moving cars and the cyclists. However it should be recognised that the opening of car doors provide a well recognised risk to cyclists. Thus cars parked in parallel and immediately adjacent to the cycle path constitute an ongoing risk to cyclists. This risk can be reduced when the cars are parked at an angle to the cycle path and by separation between the cars and the bikes.

For these reasons I would choose Option D as the closest option to ideal for both motorists and cyclists.

I recognise that this the most costly of the options but the incremental cost versus the other options is worthwhile especially as this is a one-off rather than a recurring cost. I would suggest that the additional expenditure required to implement Option D in view of its long term benefit would be better value for money that for example the money (was it \$200 000?) spent on the America's Cup parade and probably the \$658 000 spent on the recent Lions tour.

After Option D, my order of preference would be Option C, then Option B, then Option A.

I do not support suggestions that WCC should revert back to the original layout as this would be retrogressive, is unsafe and would be a setback to other proposed cycleways in the region.

This decision by WCC is going to be a landmark decision for Wellington in view of the polarising effect that has resulted from the current Island Bay cycleway. Thus it is an important decision.

By enhancing the current layout in Island Bay and by creating other cycle ways in Wellington you will encourage more commuting by bicycle and thereby reduce carbon emissions.

The activity tracking app "Strava" recently measured the distance cyclists rode in one day and concluded that

"Commuters count, and we counted them – it's what we love to do. This year's Global Bike to Work Day racked up a mighty 3.3 million miles across the roads of 170 countries.

In one day, riders from around the world offset 1,580 tons of carbon emissions." Source: [blog.strava.com](http://blog.strava.com)

As London, Copenhagen and other cities have been able to increase the number of cyclists commuting to work each day, so Wellington should also be able to do this.

Transport For London has created "Super cycleways" in the very centre of London (See [tfl.gov.uk](http://tfl.gov.uk)).

These Super cycleways are dedicated cycle ways from which cars are excluded. This provides increased safety to cyclists and moves cyclists from roads thereby stopping the cyclists from being an obstruction to commuter traffic and have increased commuting by cyclists as shown on the Strava Blog: " To gauge just how effective the Cycle Superhighways have been, Strava Metro has taken a look at ridership levels before and after the opening of London's latest Cycle Superhighway, the CS6, which opened in 2016. Strava Metro compiles anonymous ride information to aid city planners and advocacy groups in analyzing route efficiency and checking for potential problem points. The month after the CS6 completion, Strava Metro's data showed a 60% increase in cyclists along the Victoria Embankment section of the new Cycle Superhighway, which is more than triple the traffic on the adjacent Fleet Street, a heavily-trafficked road that the CS6 was aiming to have cyclists avoid. Another critical section of the CS6 is the popular river crossing on Blackfriars bridge, over which Metro data indicated a lofty 70% more monthly trips compared to the previous design." Source: [blog.strava.com](http://blog.strava.com)

If London can achieve this Wellington should take inspiration from this and aim to reduce carbon emissions and injuries and their associated impact and costs.

Thank you for the opportunity to provide feedback.

Take it back to it's original lay out

## ISLAND BAY CYCLE WAY AND ROAD PLANNING

My preference is to return The Parade to its original layout (Similar to option A)

The name of the street — The Parade — suggests a wide generous open simple and clear carriage way for all. Part of the charm of Island Bay, before the ill fated alterations, was to escape the narrow streets of Berhampore to arrive at the then generous width of The Parade, equivalent to a breath of fresh air. Any solution for cycle, electric cycles, bus, car and pedestrian provision needs to be kept simple and clear, well designed, free from the visual clutter and the overworked inflexible solutions.

The alternative designs B, C, and D, suggest a reduced physical and visual width of the road and seem to be an attempt to fix a problem that never ever existed in the first place.

Most of these solutions require the laying down of new kerbing along the whole length of The Parade at greater cost to Wellington citizens than implementing the original layout.

What we have now is:

- A cramped confused and expensive streetscape which defies all good town/suburban principles.
- A visual confusion of yellow posts, green tracks and a the unsatisfactory cycleways behind bus shelters.
- Former white lines show through the mask coating adding to the confusion.
- As I walk up and down The Parade quite often I did notice that because the carriageway is very narrow, mothers securing and unsecuring children into and from car seats, which takes time, are very exposed on both sides of the car — one to traffic on the street side and second to cyclists on the cycleway side of the car.
- A multi-dangerous situation has now been created which potentially increases the chance of accidents between pedestrians, cars, car occupants, buses and cyclists.
- Being a resident of Island Bay I have noticed that very few cyclists use the cycle space between the kerb and the parked cars.
- I have observed that competent cyclists, that travel at speed, still use the road rather than the cycle space.
- Many cyclists dislike riding up to the footpath level to go around bus stops while taking care to avoid pedestrians. This procedure disrupts their cycle rhythm.
- I have seen cyclists prefer to use Happy Valley Road to get to town rather than use the now difficult Parade cycle way route.
- I have observed that Families with children prefer to use the greater width West footpath and berm for riding on, rather than the cycleway.
- Often cyclists riding to the Super Market prefer to use Derwent Street up to Medway Street rather than the Parade cycleway.
- I have seen pedestrians standing on the path created behind the bus shelters unaware that they are standing on a cycle route.
- I have observed that many cars that are parked have encroached on the cycle way so as to reduce the likelihood of their cars being sideswiped by carriageway traffic.
- I have watched drivers reversing out of their driveways having a very difficult time seeing what is coming along the narrow Parade with the single lane traffic having to wait while the reversing is completed.
- Car owners find it very uncomfortable, seemingly to park in the middle of the road, instead of against a kerb.
- The remaining width of The Parade is too narrow for cars and large vehicles leaves no driving tolerance space.
- The cars now parked, sitting out from the kerb, are easily confused with queuing vehicles waiting to move.
- The Bus Stop on the South side of Humber Street is too close to the new pedestrian crossing and traffic island and when a bus is stopped it is difficult and dangerous for cars to get passed. Traffic is held up with no way to get through until the bus moves away.
- Passengers opening car doors are not as aware as drivers or have the training in regard to cycles coming from behind as they open car doors. Two or more car door problems are created instead of just one.
- Small shops along the Parade have been left stranded and are struggling business-wise because of restrictions on parking.



Submission 27 continued.

I would recommend the following:

Remove all cycleway impinging on footpaths and behind bus shelters

Provide a straight narrow cycleway in green on the outside of the parked cars with tolerance space to avoid car doors as well as allowing road driving tolerance, along the whole length of the Parade and shopping centre. This entails keeping The Parade as wide as possible with the cycleways on the perimeter.

Install carparking direct onto the kerb line as before. Lead-up traffic road marking are not needed with the kerb parking, allowing for more street parking to be included.

Remove all visual clutter such as yellow posts and unnecessary traffic lines and as many signs and instructions as possible

Because of the small numbers of cyclists involved, allow and encourage slow cyclists and cycle families to use West footpath along The Parade together with pedestrians.

Run the cycleway in a continuous ribbon directly through shopping centre area and retaining the area as a slow speed portion of The Parade.

Adjust location of bus shelters to suit.

Provide essential parking in front of Dairies as before so that these businesses can become viable and thrive.

Remove bus stop and bus shelter from Humber Street intersection and move to North side of Humber Street.

Remove traffic island and pedestrian crossing from the Humber Street intersection and move to North side of Humber Street.

It may be possible to retain the diagonal parking along The Parade urban centre if the West footpath was reduced in width by a metre or so.

Include in the design direct simple aesthetic principles to improve and clarify the visual scene and recognise the essential qualities and meaning of 'The Parade'.

Further to the above comments on the Island Bay cycleway, I would like to look at the broader picture for cycleways in-and-out of the Island Bay suburb and add the following suggestions:

**Cycleways in and out of Island Bay**

One of the major problems for the cycleway is that it goes nowhere once you leave Island Bay. It may be possible to bring a two-way cycleway through the Wakefield Park itself and carry the cycleway around the side of Berhampore, (Adelaide Road through Berhampore is too narrow) perhaps through Stanely Street or on the perimeter of the golf links, to continue through to Adelaide Road Park and Liardet Steet Park and then onto the city. This would give an interesting suburban/city-wide cycleway, unbounded by the roads and would provide a sense of freedom with alternative views.

The other ways out of Island Bay are along the coast to the Eastern suburbs and Owhiro Bay to Brooklyn. To this end I have included below a proposed plan for Island Bay coastal cycleway only, for which allowance could be included for a Parade/Trent Street traffic junction in the future and for cycleway connection to the Parade.

The plan is part of a scheme to close a portion of the Esplanade when the inevitable sea rise begins to become a serious problem and when it would be necessary to rely on extensive sand dunes to give tidal protection. The orange line shown in the plan represents the beginning of a new coastal cycleway.

For a cycle link from Island Bay to Lyall Bay there are various spaces along the way between the footpath and the rocks which may suit a cycleway route. Around some sections of Houghton Bay, where space is restricted, a cantilever deck could be provided to increase the footpath width so as to provide a dual pedestrian/cycleway.

Many thanks for providing us with the opportunity to comment

## OTHER 28

Please restore Island Bay Parade to the way it used to be without so called enhancements.

PS: Please upgrade surface of Wakely Gully, Newlands.

## OTHER 29

Email titled 'Vote for Option E'

Please see attached the submission by this Association.

Can receipt of this submission be acknowledged thanks.

Cheers

## Love the Bay – Delivering on the Cycleway

Submission by: NZ Heavy Haulage Association

In October 2014, the NZ Heavy Haulage Association made the below submission to the cycle lane consultation process, and we note that the requests for no central islands along the Parade at the intersections noted was not heeded.

The Association is the primary national advocacy voice for transport operators that specialise in the transport of overdimension and overweight loads. This includes loads moved such as houses and classrooms. Classrooms are often 9m in width and houses being relocated can be up to 11m in width.

The Parade in the current design configuration is not suitable for transporting overdimension and overweight loads as the cars are parked too close to the centre of the road, along with the islands at the pedestrian crossings and the overhead trolley bus wires restricting height access.

Therefore this Association prefers Option A, as this provides the most overall pavement width for wide loads to move between the parked cars at edge of the road.

### October 2014 Submission:

The Parade is the local route for overdimension and overweight loads. This includes the route to Berahmpore and parts of Newtown. This is to provide/relocate houses and classrooms into the areas of Island Bay through to Newtown including South Wellington Intermediate School.

Therefore sufficient width must be provided to allow overdimension loads to be transported. This includes:

- pedestrian islands
- crossings
- signals
- signs and lightpoles

Compliance with the NZ Heavy Haulage Association's Road Design Specifications would be desirable for the roading infrastructures built on this route.

Specific concerns:

Dee Street Signals:

- no centre road signal poles necessary
- Any overhead signals at 6.5m

Humber Street:

- prefer no centre road islands
- else need to be mountable (less than 100mm) and/or provide 7.5m clear space from edge of islands to side road restrictions as per Road Design Specifications

Mersey Street:

- prefer no centre road islands
- else need to be mountable (less than 100mm) and/or provide 7.5m clear space from edge of islands to side road restrictions as per Road Design Specifications

Note: Road Design Specifications available from [www.hha.org.nz](http://www.hha.org.nz)

Dear Sir/Madam,

Thank you for providing the opportunity to submit on Wellington City Council's proposed Island Bay cycleway design options. Attached is Greater Wellington Regional Council's submission.

Kind regards

Attachment to email submission #31

11 August 2017

Sent via email to: theparade@wcc.govt.nz

Freepost 2199  
Island Bay Cycleway (114)  
Wellington City Council  
PO Box 2199  
Wellington 6140

Dear Sir/Madam

**Love the Bay** - Delivering on the cycleway consultation on the four proposed design options for the Island Bay Parade and cycleway.

Please find attached the submission made on behalf of Greater Wellington Regional Council in relation to the consultation on the four proposed design options for the Island Bay Parade and cycleway.

If you have any questions please feel free to contact

Yours sincerely

Greater Wellington Regional council

## **Submission on the Love the Bay - Delivering on the cycleway consultation on the four proposed design options for the Island Bay Parade and cycleway.**

### **1. Introduction**

Thank you for the opportunity to make this submission in relation to the consultation on the four proposed design options for the Island Bay Parade and cycleway. This submission complements previous submissions and work with Wellington City Council officers on previous Island Bay proposals.

GWRC recognise that the four options as presented represent high level indicative designs that aim to convey the general layout of the road and that subsequently detailed designs for the entire length of The Parade will be developed after the Wellington City Council decides on a preferred option. Greater Wellington Regional Council also appreciate that the four proposed design options have incorporated extensive community engagement, the outcomes of the Love the Bay project to date, transport engineering practice, NZTA guidelines, and council strategies along with ongoing dialogue and discussions with GWRC officers.

### **2. General comment**

The Greater Wellington Regional Council generally supports the intent behind trying to make the City's roads safer and more cycling friendly though this is set against a background of some of Regional Council's core business priorities namely delivering better more attractive bus services and the new bus service network for the city in mid-2018.

#### ***Inbound and outbound bus stops***

General practice in relation to bus stops is that the inbound stops (heading towards the city) tend to be boarding stops meaning bus shelters for waiting passengers are usually provided. This will be particularly the case for inbound bus stops on The Parade given these are close to the start of the current and future (mid-2018 network) service terminus at Reef Street. Currently all of the inbound bus stops on The Parade are furnished with bus shelters. GWRC expect this provision to be maintained at all existing and relocated inbound bus stops.

GWRC feel it would be clearer to reflect the provision of shelters at these inbound bus stops throughout the proposals in order to communicate this expectation with stakeholders, even on the high level design details currently being consulted on, given the location and provision of shelters could affect resulting detailed design.

Conversely outbound stops (for passengers travelling away from the city) tend to alighting stops and generally do not require the provision of a bus shelter, given passengers alight and promptly disperse.

#### ***Cycleway treatments at bus stops***

The four consultation options retain the current bus bypass arrangements preferred by Wellington City Council and Greater Wellington Regional Council for the treatment of cycleways at bus stops. While this is agreed to be the safest for cyclists it does create issues for

There has been extensive discussion between the community, Greater Wellington Regional Council and Wellington City Council about the preferences for bus stop locations, as well as the community feedback on the issues with current bus stops locations. The options propose to relocate the following bus stops:

- Relocating the current stop from 88 The Parade to 64 The Parade (by Tamar Street)
- Relocating the current stop from 101 The Parade to 73 Parade (by Tamar Street)
- Relocating the current stop on the west side of The Parade at Humber Street (near 300 The Parade) across to the departure side (north side) of the intersection near number 294 The Parade.

These proposals align with GWRC's understanding of community consultation and feedback during the "Love the Bay" process. GWRC notes and support these proposals. It should be noted that bus shelter provision would be expected at the two relocated inbound bus stops (64 The Parade and 294 The Parade).

#### **4. Alternative Options**

The Greater Wellington Regional Council supports the relocation of the above three bus stops under Options A-D or any alternative option finally adopted by the Wellington City Council.

#### **5. Reef St**

With the introduction of the new bus service network and related contracts the opportunity exists to formalise and improve the current bus stop arrangements on Reef St adjacent to Shorland Park and at the southern end of The Parade in order to accommodate both the new routes and the associated increase in bus numbers and size.

Reef Street will become the southern terminus for the Route 1, along with accommodating routes 32x, 29, 29e and a host of morning and afternoon school services.

To improve the general overall safety of all users of Reef Street, Greater Wellington Regional Council propose to make the following changes to improve the service provided to public transport users, as well as the safety of all road users, subject to Wellington City Council agreement. These proposed changes have been the subject of consultation within the "Love the Bays" process.

- Remove two (2) parking spaces at the north-western end of Reef Street, between the pedestrian crossing and the existing bus stop. This will provide improved sight lines for pedestrians, and allow buses to align better with the existing kerb.
- Extend the bus stop on the northern side (outside 30 Reef Street) by four (4) metres to bring the bus box to 15.5m. This stop is to be used to set down and pick up only.
- Construct (in conjunction with Wellington City Council) a roundabout at the Reef Street, Esplanade intersection. This will improve pedestrian access to the shoreline by providing centre island refuge as well as allowing bus and other vehicles to safely perform u-turns.



disembarking bus passengers and those passengers waiting in and around bus shelters for their bus to arrive. Greater Wellington Regional Council feels this is an important aspect to resolve at a detailed design stage given the potential safety issues and risk of injury to both pedestrians and cyclists.

This detail is especially important if Wellington City Council is to be able to deliver on its stated goal namely "Improve or maintain the level of service for people using buses along identified routes" (from the Design Report: The Parade – Island Bay July 2017).

The current indicative layouts for each of the proposed options illustrate that at bus stops the cycle lanes leaving The Parade road surface moving behind the bus stop area then re-joining The Parade carriageway ahead of the bus stop. At the detailed stage it is important to recognise the angle of approach buses require to enable them to draw up against the kerb at each bus stop. Greater Wellington Regional Council requests no parking should be permitted within 9 to 15m of the entry to a bus stop and 5 to 9m of no parking after each bus stop marking to enable buses to enter and exit the stop area safely and buses boxes of a minimum 15m be provided at each bus stop on The Parade.

The location of bus stops and pedestrian crossing were also consulted on with the public placing spots where they felt bus stops and crossing should be placed along The Parade with public feedback favouring a return of bus stops to the vicinity of Tamar Street rather than mid-block between Avon Street and Tamar Street where they are currently located.

### ***Option Comments***

It appears the type of provision for buses and bus stops is largely the same in each option.

As a result GWRC would make the following observations for each of the four options.

- At the northern end of the option maps there is an existing bus stop and shelter that is not labelled on any of the options on The Parade adjacent to 36 Dee Street.
- The proposed bus stop relocated from 88 The Parade to 62A / 64 The Parade re-establishes a previous bus stop (and shelter) in the vicinity of Tamar Street. The provision of a bus shelter would be expected as part of the proposed relocation
- The existing bus stop noted at 145 The Parade is one of those covered by a building veranda. This is one of the locations that requires addressing as part of the review of verandas and trees in relation to the proposed use of double-deckers. GWRC would advocate for this location to be treated with a footway build out that extends the kerb line out into the carriageway slightly to avoid conflict between the veranda structure and double-decker buses.
- GWRC would be supportive of the use of horizontal rather than vertical traffic calming proposals.
- Under the proposed Reef Street layout the bus stop and shelter outside number 360/362 The Parade is likely to become redundant and consequently it is proposed to remove this bus stop and shelter.

### **3. Relocation of bus stops**

- Amend the existing seven (7) angled parking spaces into five (5) parallel parking spaces on the southern side of Reef Street nearest the intersection with The Esplanade to become a Weekday (all day) bus layover that converts to standard parking in the weekends
- Extend the existing southern footpath outside Shorland Park at the Reef Street / The Parade intersection to allow for the extension of the existing bus stop (to two bus lengths), the relocation of the Pedestrian Crossing from the northern to the southern side of The Parade, and allow for an additional angled parking space on Reef Street. This will improve the entrance to Shorland Park, allow for more footpath space at the intersection, and better connect passengers and pedestrians by providing a safer crossing point. The design may also allow for some additional parking on the Shorland Park side of The Parade.
- Under the proposed Reef Street layout the bus stop and shelter outside number 360/362 The Parade would become redundant and consequently it is proposed to remove this bus stop and shelter.

Hi WCC

Thanks for the opportunity to consider your proposals for the redesign of the Island Bay Parade cycleway.

The Tramways Union's members include 100% of Go Wellington bus drivers who operate an estimated 200 passenger vehicle trips every weekday on The Parade and a smaller number on weekends. The services operated include Island Bay routes 1, 4 and 32, Happy Valley 4, Southern Shopper 29, Southgate 22/23 and a multitude of school bus services. All these services operate in both directions (in and out of the city).

We have studied the options you have presented and remain of the opinion and preference that The Parade should be returned to the state it was prior to the current cycle way being introduced. This consists of kerb side parking for cars, a painted cycleway on the righthand side of the parked cars and shared roadway through the commercial centre of Island Bay shops.

Full details of our concerns are attached to this email in the form of our earlier submission to WCC dated 30 January 2017.

Kind regards

**The New Zealand Tramways and Public Passenger  
Transport Employees Union Wellington Branch Inc.**

*Ubi concordia, ibi Victoria*

Email: [tupresident@gmail.com](mailto:tupresident@gmail.com)

P O Box 6287  
Marion Square  
Wellington

Trades Hall  
126 Vivian St  
Wellington

30 January 2017

Wellington City Council  
P O Box 2199  
Wellington

By email – [kevin.lavery@wcc.govt.nz](mailto:kevin.lavery@wcc.govt.nz), [david.chuck@wcc.govt.nz](mailto:david.chuck@wcc.govt.nz), [councillors@wcc.govt.nz](mailto:councillors@wcc.govt.nz), [info@wcc.govt.nz](mailto:info@wcc.govt.nz)

## **Submission on the Island Bay Cycle Lane**

### **Introduction**

The **New Zealand Tramways and Public Passenger Transport Employees Union** was founded in 1903 to represent local authority tramway employees. During the 1950s and 60s trams were replaced by both trolley and diesel buses and today the New Zealand Tramways Union continues to represent these workers. The Wellington Branch of the Tramways Union enjoys membership of and represents all 341 Go Wellington bus drivers, 90% of Valley Flyer and Runcimans drivers and a significant number of Mana Coach Service drivers.

In late 2015, work commenced on what was claimed to be a “Copenhagen style” cycle lane in Island Bay with the design likely to be used in other Wellington suburbs. The Tramways Union had an open mind about the project, but was somewhat surprised to see that the design was largely the antithesis of the then recently completed Victoria St upgrade that included a new cycleway. While the Victoria St cycle lane did offer a degree of separation by way of road painting and a short stretch of plastic bollards, kerbside parking was retained and the cycle lane effectively remained an identifiable and separate lane alongside other traffic. The Victoria St design has been relatively well received by our members and appears safe and effective.

However, in contrast, the Island Bay cycle lane has generated a significant amount of wholly negative feedback from our members who operate in Island Bay, what are some of the most frequent and best patronised urban bus routes in Wellington.

The feedback can be broken down into 12 main areas;

- The significantly reduced roadway width
- Parked vehicles forcing buses to cross the centre line
- Plastic bollards forcing turning buses to significantly encroach the opposing traffic lane
- Ghost road markings causing confusion for motorists
- Kerb extensions at bus stops reducing visibility for other road users
- The need to drive over the cycle lane to enter some bus stops
- Passenger/cycle conflict when waiting/boarding/alighting at bus stop bypasses
- The significant reduction in the width of the pedestrian foot path at bus stop bypasses
- The uneven road surface created by speed cushions in the shopping area
- The safety risks caused by cyclists continuing to use the main roadway
- Poor visibility at the “Safe Crossing” outside Chopsticks Takeaways
- The removal of two popular bus stops

### 1. The significantly reduced roadway width

Of major concern to our members is the reduction in the usable roadway. Because of the width of Wellington’s buses there is very little leeway particularly when meeting a large vehicle travelling in the opposite direction. At times, it is necessary for one vehicle to stop to allow the other to pass and in situations where a car door opens or a pedestrian steps out from between parked cars there is no room to take evasive action other than to cross the centre line risking a head-on collision. Essentially there is no room for error or misjudgement as is indicated by the number of accidents involving parked cars since the cycle lane was introduced. Additionally, as many cyclists prefer to use the main roadway rather than the cycleway and its bypasses, it is often impossible to safely pass the cyclists resulting in significant congestion.



268 The Parade



The Parade



260 The Parade

**2. Parked vehicles forcing buses to cross the centre line**

Because of the reduced road width, larger vehicles and cars that are legally parked often force buses to cross the centre line to pass them. This is particularly so when exiting bus stops as a result of the design having buses stopped at the kerbside while the cars are parked up to two metres from the kerb. Because of the length of buses, in order to have the back of the bus clear the parked vehicles it is necessary to drive the front of the bus over the centre line into the opposing traffic's lane.



Island Bay Terminus



Island Bay Terminus



Empire Picture Theatre

**3. Plastic bollards forcing turning buses onto the wrong side of the road**

For the same reasons in 2 (above) the yellow plastic bollards at the Mersey St/The Parade and Humber St/The Parade intersections also require buses to dangerously cross onto the wrong side of the road, risking collision with opposing traffic. This particularly affects the number 4, 29 and 22/23 city bound services.



The Parade & Humber St Intersection



The Parade & Humber St Intersection

**4. Ghost road markings**

When the cycle lane was completed, the old road markings were "blacked out" (with that "blackout" now wearing off). During daylight hours, the blacked out markings are reasonably satisfactory but at night and particularly on rainy nights, it is impossible to discern which is the true marking and which is the ghost marking. It can prove difficult for seasoned drivers who are used to the road but car drivers unfamiliar with The Parade can often be found positioning themselves incorrectly within the reduced roadway width creating the potential for an accident.



The Parade at Dee St



The Parade between Mersey St & Medway St

**5. Kerb extensions at bus stops reducing visibility for other road users**

Kerb extensions have been built into several bus stops to allow room on the pedestrian footpath for cyclists to bypass these bus stops. This has resulted in a further reduction to roadway width when a bus has stopped, resulting in reduced visibility for other road users attempting to pass the stationary bus. This is particularly dangerous on the western side of The Parade at its intersection with Humber St. The pedestrian crossing, traffic island and busy intersection all combined with the need for passing vehicles to cross the centre line increase risk.



The Parade at Humber St



The Parade at Humber St



The Parade at Humber St



The Parade at Humber St

**6. The need to drive over the cycle lane to enter some bus stops**

This is particularly evident at the Humber St/The Parade bus stop on the eastern side of the road. Buses must drive over the cycle lane several metres before it mounts the kerb in order to access the bus stop. This poses a significant risk for cycle/bus conflict.



**The Parade at Humber St (Southbound)**

**7. Passenger/cycle conflict when waiting/boarding/alighting at bus stop bypasses**

Members have witnessed conflict between cyclists and waiting bus passengers because of the bus stop bypasses on the cycle lane. Passengers often shelter under shop verandas, walking out across the cycle lane as the bus arrives. There have been several near misses and significant abuse from cyclists who feel that they have the right of way. The same applies for alighting passengers who cannot see cycles coming from behind the bus when they alight. The proximity of the bus to the cycle lane that bisects what is often an already narrow pedestrian footpath exacerbates the risk of injury.



**The Parade at Empire Theatre**



**The Parade at Dee St**



## 8. The significant reduction in the pedestrian foot path at bus stop bypasses

As alluded to in 7 (above) there is a problem with bus stop bypasses in that the pedestrian footpath bisected by the cycle lane bypass is often not sufficiently wide to be safe for both cycles and pedestrians particularly seniors and children. Parents with a pram must encroach the cycle lane.



The Parade at Dee St



The Parade at Humber St

## 9. The uneven road surface created by speed cushions in the shopping area

It is pleasing to see that some speed cushions at the southern end of the shopping precinct have been removed but those that remain do present a risk – particularly when entering bus stops. When only one wheel hits a speed cushion, it causes the bus to pitch violently to the other side. This can cause standing passengers to lose their balance and the bus to lurch to one side. The full width speed humps as installed at the pedestrian crossings do not present such difficulties and are our preferred traffic calming measure.

## 10. The safety risks caused by cyclists continuing to use the main roadway

Following completion of the cycleway, it was observed by our members that cyclists now use every area of The Parade. It is noticeable that children are still cycling on the pedestrian footpath (it is generally accepted that children lack the spatial awareness to cycle among traffic), some cyclists use the cycle lane and others prefer to remain on the much-reduced width roadway (as is entirely their right). The problem that this presents is that all space for cyclists in the main traffic lanes has been sacrificed to create the cycle lane. This means that it is impossible for any vehicle to safely pass the cyclists without crossing the centre line.

## 11. Poor visibility at the “Safer Route” road crossing outside Chopsticks Takeaways

The “Safer Route” crossing is not a pedestrian crossing but an area with a traffic island inserted on the roadway to assist primary school children in their travel to/from Island Bay School and St. Francis de Sales School. Prior to the introduction of the cycle lane, it provided for good visibility of oncoming traffic by the children and likewise good visibility of the children by motorists. When parking was moved some 2 metres out from the kerb to accommodate the cycle lane, that visibility was lost as the parked cars became a visual obstacle and now young children crossing west to east, can't see oncoming cars and oncoming cars can't see young children. This has created the very real risk of a young child, unable to see oncoming cars, stepping out into traffic with tragic consequences.



The “Safer Route” crossing



A child's view of oncoming traffic when waiting to cross

## 12. The removal of two popular bus stops

Bus stops on both sides of The Parade at its intersection with Tamar St were removed as part of the Island Bay Cycle Lane project. The two stops served a well populated catchment that included Melbourne Road, Clyde, Tamar, Waikato, Cam, Eden, Rhine and Seine Streets and were very well patronised. It is difficult to see any valid reason for these stops' removal and in the interests of encouraging bus patronage we would like to see them reinstated.



Former southbound bus stop The Parade at Tamar St



Former northbound bus stop The Parade at Tamar St

## Summary

The outcome of the Island Bay Cycle Lane project has not been well received by our members – the drivers of Wellington's bus fleet. Despite a one year "bedding in period", the general feeling is that safety has been compromised and what was a safe easy drive down a wide thoroughfare has become quite the opposite. Already there have been several accidents (some involving buses) arguably resultant from the narrowed and confused road layout and in what was previously a low risk (accident) area. Significant and disproportionate portions of the roadway and pedestrian footpath have been given over to the cycle lane yet there does not appear to have been any increase in cycle usage. Bus stops have been removed, obstacles inserted in the roadway and vehicle parking has been moved away from the kerb into what were once traffic lanes.

Our submission is that The Parade be returned to its former design with kerbside parking and a designated cycle lane painted green with rumble strips on the edge. Kerb extensions would be removed and deleted bus stops reinstated. Wider roadway lanes and the safer margins they provide, would automatically follow from this design.



As it was – The Parade looking north

## OTHER 33

Hi. Please revert to option A. As a cyclist, walker and driver, I find the current layout of cycle lane between parked cars and the walkway confusing, difficult to navigate and dangerous. This decreases my likelihood of cycling.

## OTHER 34

I support option 1, the removal of the cycle way and the return of the Parade to the way it was before the cycle way was built. There is no need for separate cycle ways, cyclists can ride on the road and that is probably safer.

Attn Wellington City Council

To whom it may concern;

I expect nothing less than Island Bay Parade previous parks, bus stops and road layout to return to its original longtime position which allowed stress-free safety for both cyclists and vehicles!!!

What ain't broke need not have been tampered with just to selfishly bestow stolen fairy dust (with backing from a kowtowed council caucus supposedly representing the Island Bay peoples best interests) by a manic peddle pushing mayor!

I have family in Island Bay and I am a frequent visitor! Yes we all our own mountain bikes...not road bikes mind you...there is an obvious but mostly disregarded difference in road safety with the choice of bike and tyres. Anyway I occasionally collect my granddaughter from her Island Bay school as well as attend both her and her high School brothers' sports games on the weekend. They both represent Island Bay!

What has Celia Wade Brown & WCC done to the previously tranquil Island Bay with their ramrod-ambush-and-shove cycleway forced upon protesting residents? Well listen and learn while you're at it...be sure to also lend me your ears..to not just listen, but to hear!!!!

Hear Ye.Hear Ye..

...Welcome to the dangerous new-old-but-still-new-confusing layout!!! Fewer bus stops (more emotional mental dust ups), seemingly 3D carparks-(medication required to adjust the disorienting of our NZ driver test street parking programming)...oh and Why...? ...well...with crazy middle of the road lane parking that also now requires children and/or adults to alight by first checking for personal safety from both passenger and driver's side, e.g. Vehicles on driver side/cyclists on passenger side!!!!???...so for goodness sake....what the bloodyhellwere you thinking?

One would benefit from Valium or some such tranquilizer and until this malarkey is rectified I expect medication should be freely available for stressed out mothers and/fathers, teenagers, Joe and Jane Blogs oh and cyclists too courtesy of WCC!!!

So..Wow...vehicles & cyclists alike rule that the previously cycle friendly most stress free wide street navigation in the whole of Wellington has become Encounters of a Narrow Mind?

The old saying is true...if nothing's broke enjoy as is! Now we crave for what was..!!!

And so say all of us...and so say all of us!!!

P.S.

Oh I have also been overseas and noted cyclists happily using footpaths and bike bells ringing merrily when needed!!no problem for anyone!

Perhaps NZ cyclists consider warning bells a weight hinderence to speed???

I trust logical thought prevails at last with my paying your wages from my taxes!

May you enjoy humble pie for your next luncheon!

Kind regards

## OTHER 36

I support option 1, the complete removal of the cycleway, as the cycleway makes driving dangerous with cars parked near the middle of the road. If the Parade was returned to the way it was, there would be a perfectly good wide road for cyclists to use. Also there are very few cyclists and two dairies have had to close due to lack of parking.

When we were asked if we would ride bikes if the infrastructure was improved many people said yes. This did not mean they wanted a cycleway ploughed through shopping centres and busy traffic. I assumed infrastructure meant pathways through forests and parkland. I was never in favour of a dangerous cycleway through a busy thoroughfare.

## OTHER 37

My preferred option is 'A'

## OTHER 38

Hi this is my opinion regarding the Island Bay cycle way.

I don't really like any of the options A B C D.

The parade is a lovely wide street with very wide footpaths along side wide grass berms.

I would like to see that area partitioned of for the cycle way.

If you walk along Oriental you share the wide footpath with walkers, runners,bikers,dog walkers,skate boarders.

Seems to be no problem there with sharing the foot path.

I know I don't live in Island Bay, though we frequent the shops and cafés.

At the moment the area looks cluttered and really doesn't work that well for any of the users.

## OTHER 39

Chief Executive  
Wellington City Council

I have read about the options that Council has put forward for this project.

I do not like Option A, B, C, D.

I prefer Option 'E' as passed and put forward by the Island Bay Residents Association at their meeting on 31st July 2017.

I wish to be heard by verbal presentation by the Council after submissions close on the 13th August 2017 and before Council makes its decision on 14th September 2017.

Please note I will be forwarding a copy of this email to a number of other parties exclusive of Council.

Regards

Please acknowledge acceptance of this submission.

## Attachment to email submission #40

### Wellington City Council Submission on Southern cycleway.

#### Clarity on the problem

The challenge for any southern suburb commuter; cyclist, private motorist, pedestrian or public transport user, has always been the constrained road routes through Berhampore and Newtown to the city. Both Adelaide Road and Riddiford St are narrow and badly congested – buses and cars often stop mid-traffic to enable others to pass. There is no scope for additional traffic on these streets, regardless of the mode and there are no other routes from the Southern suburbs into the city.

There is little problem away from these two routes, although WCC have a history of further congesting and confusing streets with berms, islands and other structures that have unnecessarily complicated the streets for motorists and pedestrians, added obstacles for cyclists, limited access for emergency vehicles and hampered normal mobility. These don't improve capacity or safety, but can be altered.

In any dense urban setting, congestion is most usefully relieved by adding alternative routes or modes. Attempting to 'design' extra capacity on existing spatially limited and overloaded routes simply doesn't work in any part of the world – the Island Bay cycle way is clear evidence of failure by naively compressing more into a single mobility route. There are three north - south routes through Island Bay: The Parade; Derwent St; and Clyde St. Arguably, alternative cycle routes were ignored. These were low risk low cost options, no evidence of a need for the resultant abnormal street form deployed on the Parade, and it has destroyed small businesses and created stress in the community, families and individuals well beyond the financial cost of the cycleway. It would be simply better to unwind the clock and revert to the original uncomplicated street layout. Please don't waste any more ratepayer money on Island Bay cycle way, you've put these poor citizens through enough grief already.

The underlying challenge remains and has always been to ***safely connect Island Bay, Berhampore, Newtown and other Southern suburbs to the city centre*** for pedestrians and cyclists, without compromising existing capacity. It's not about minor traffic in 'village' scale communities like Island Bay.

Attempting to fit a cycle way to Adelaide Road or Riddiford Street will naively initiate a second and more dangerous version of the Island Bay cycle way. These are the only transport corridors between the southern suburbs and the city. Traffic density in Island Bay is low compared to that on the Riddiford St and Adelaide Road corridors, and despite the clearly upset community, the Island Bay traffic has been quite forgiving to such an ill-conceived plan. That is not the case in Riddiford St and Adelaide Road corridors where even a minor accident will simply lock down the suburbs until cleared if they aren't left as clear functional minor arterial routes.

There is also clear evidence that separating cycleways from vehicles and pedestrians is safer, offers cycles a safe space and doesn't limit existing vehicular or pedestrian mobility. That really leaves Option 2 (from the citizens panel) or 2d from the OPUS report (or Route 1 on WCC website <http://transportprojects.org.nz/upcoming/southern-connections/section-2-berhampore-newtown/citizens-advisory-panel>), as the only options.

### **Solutions.**

Route 2d connecting Island Bay from Dee St to the Tasman St / Buckle Street / Tory St intersection is a partial solution only, but the only one that might actually work.

If the following additions are made this can be developed as a single bi-directional cycleway, with good separation from other traffic modes, reasonable gradients, and can be integrated well with the existing geography and urban landscape.

1. Form a cycle track along the bank from the corner of Palm Grove to the edge of Martin Luckie park along Adelaide road.
2. Form a cycle track on the edge of Martin Luckie Park along Adelaide road
3. Form a cycle track from the northern end of Martin Luckie park across the front of the pavilion building and into the top of Stoke st.
4. Create cycle friendly feeder connections from adjacent suburbs to this 'suburban cycle highway'.
5. Connect the southern suburbs to the city and offer cyclists a competent and safe route to the city before making any changes to Island Bay. A clear safe cycle route to the city will change the dynamic around the Island bay cycleway.

### **A serious need to improve consultation.**

I wish to protest against council's removal of a community-initiated option from consultation. (Give us Option E on cycleway, residents say. Cook Strait News August 10 2017) This is reprehensible – I ask that council to add this back into the consultation process immediately, and inform all citizens of it. Innovation is not the reserve of your planners and consultants alone. Please have the basic decency to not treat your citizen shareholder's ideas with contempt. You have already created disruption, including loss of livelihood for some, with ill-conceived actions to date. Listen to and respect your citizen shareholders!

There remains an undue focus on Island Bay. The submission form on the website seems to only cover Island Bay issues. The time frame allows little scope for discussion: "open for public consultation from 31 July 2017 to 13 August 2017. Tell us what you think by 9pm, Sunday 13 August 2017." This is a consultation and communications failure.

I am surprised at the amount of work undertaken on this – and even more surprised that I and many other citizens were not informed of it occurring. Effective consultation requires actively engaging residents through the process, including its design, not after the process.

Until now no one has actively consulted the citizens in other parts of the Southern Wellington. We don't want what you've done to Island Bay. You need to do a better job of this – including further rounds of genuine consultation. This is too new, for too many citizens.

We also shouldn't have to expend valuable time chasing this, nor create enough feedback 'noise' for council to finally consider citizens views, over those of planners with a less than encouraging track record.

No surprises that the local community remain outraged and lacks confidence in WCC transport policy and planning. Operational failure stems from leadership failure. This is no longer the past failure of the previous Mayor, rather it's clearly time for the elected representatives leading the transport planning committee to resign and hand over to someone that will govern this well and represent citizens effectively.

Do nothing until affected citizens tell you you've actually got it right!



Kia ora  
please find attached the Architectural Centre's submission on the Island Bay cycleway  
ngā mihi

12 August 2017

Freepost 2199  
Island Bay Cycleway (114)  
Wellington City Council  
P.O. Box 2199  
Wellington 6140  
theparade@wcc.govt.nz

**Re: Love the Bay - Delivering on the cycleway**

This submission is from the Architectural Centre, an incorporated society dating from 1946, which represents both professionals and non-professionals interested in the promotion of good design.

We have the following comments to make regarding the proposals to remediate the Island Bay cycleway:

1. We appreciate that the political situation of the Island Bay cycleway means that money must be spent on getting a new cycleway established in Island Bay. We do however note that, prior to the building of the current cycleway:
  - (a) there was little need for hard cycleway infrastructure on this wide, low traffic volume street
  - (b) there were (and still are) much higher priorities for cycling infrastructure in the city than Island Bay
  - (c) there existed (and still exists) the parallel option of Derwent St, which has even lower traffic volumes, and is ideal for novice cyclists for much of the route
  - (d) designs need to be understood in terms of the types of contexts that they were designed for (e.g. peri-urban/urban contexts without driveways), and some contexts are better without hard infrastructure
  - (e) the real issue here is the dominance of public space used to encourage car ownership and use (e.g. driveways and car parks). The validity of compulsory on-site car parks on private property and the land useage for driveways needs challenging. We support a plan change to remove this requirement. Parking meters, or a system street car parking rental for residents, should be considered.
2. We also consider that cycleways beginning from the inner-city and moving out to the suburbs are more likely to:
  - (a) address tightly constrained routes,
  - (b) increase commuter cycling because of their closer proximity to the city centre as a key destination, and
  - (c) reduce cycling accidents

than spending money on suburban routes.



the architectural centre inc.  
PO Box 24178 Wellington

3. We consequently ask the Council to prioritise these, concentrating on the first bus zone of potential corridors, rather than the full length, and progressively build cycling infrastructure out from the city, rather than concentrating on isolated longer routes one at a time. This strategy could be paralleled with a PT fare structure that encouraged increased cycling. A link to a CBD congestion charging zone could also motivate mode shift from cars.
4. Regular commuter cycling constitutes higher mileage, and so greater impact on emissions reduction, than recreational cycling, and consequently commuter cycling ought to be prioritised at this stage given the immature nature of our cycling infrastructure.
5. We advocate that the Council address the most difficult parts and areas of greater need (e.g. as determined by accident rates, insufficient vehicle space etc.) over the Island Bay cycleway.
6. We do not have a problem with any reduction of car parks. The Final Design Report stated that: "There are currently 265 legal on-street car parks along The Parade. Surveys show that occupancy of those car parks typically ranges from 150-180 spaces, with a peak of 216."<sup>1</sup> This suggested prior to the implementation of the current cycleway, there was an over supply of at least 49 car parks during the highest peak. As we understand it, the current design removed 29 car parks. Experience of the current design shows that there is still a significant over supply of car parks. We believe that a further reduction of 42 car parks (with angle parking) would leave more than the typical maximum use of 180 car parks.
7. Comments on each of the options:
  - (a) Option A
    - i. this option has sufficient flexibility to enable cyclists to turn right at intersections with relative ease.
    - ii. it avoids current problems with vehicles and people blocking the cycleway (e.g. service vehicles, cars trying to see the road before leaving their driveways, passengers disembarking, families farewelling visitors).
    - iii. it is good to have a door buffer in this version of the design
    - iv. the bus bypass is a problem as it diverts cyclists onto the footpath (c.f. Brighton design). At the very least, if this option is chosen, a second cycle lane should traverse through the bus stop to indicate that this is the normal route when there is no bus parked at the stop.

---

<sup>1</sup> WCC "Island Bay Cycleway: Final Design Report" p. 8.



[Bus stop and cycle bypass, Brighton, England. Note use of kerbs to distinguish road space from pedestrian footpath, and gradual path curvature to reduce the inconvenience of horizontal deviation.]

(b) Options B, C & D

These options are substantively similar to each other with the angle parking effectively being the distinguishing factor, if all options use kerbs and level changes to distinguish modes.

- i. these options are better in relation to bus stops, and appears to adopt the Brighton model, which we endorse, where the cycleway is differentiated from the footpath and car parking by kerbs.
- ii. we appreciate that car parks have been removed to assist driver visibility, but still consider that a study is needed to ascertain the visibility needs of drivers backing out of driveways. Currently many end up sitting across the cycleway, and blocking it, in order to see cars on the road. This aspect of the design is its major disadvantage.
- iii. transverse streets should include a bike box (which is clear of the cycleway), on the raised approach to intersections, to facilitate right turning.

**8. Issues common to all proposals**

(a) For all options we recommend a properly designed shared space (including traffic calming - we suggest to 12 km/hr) in the Island Bay village ("business zone"). The reasons for this are:

- i. the current proposal will require cyclists to encroach on the footpath at a point where there are higher concentrations of pedestrians who will need greater footpath space.
- ii. fast cycling will not be possible because of street furniture, verandah posts and pedestrians
- iii. a shared space will indicate the different nature/character of the village

**9. Issues for the developed design**

In addition to the above comments regarding: a second cycle lane through bus stops (7(a)(iv)), the need for bike boxes at the raised approaches on transverse streets (7(b)(iii)), and the design of a proper shared space through Island Bay village (8(a)), the following issues will also need addressing in the further design of option/s.

- (a) what is the detail for the intersection with raised pedestrian crossings (options A & B)?

- (b) intersection design: we suggest the model of continental Europe roundabouts be used. These "are designed to be more cycle friendly. They do this by ensuring that vehicles entering the roundabout have to slow right down to speeds consistent with pedestrian and cyclist safety. They also position cyclists more in the central vision of motorists."<sup>2</sup> The Cycling Safety Panel report also notes: "There would be value in trialling European roundabout designs in New Zealand."<sup>3</sup>

#### **10. Recommendation**

There are strengths and weaknesses in all of the options, but we consider that all of the proposed options are improvements on the existing cycleway. Our preference is for one of options B, C, or D with a fully developed shared space in the Island Bay village.

#### **11. Consultation**

We note the numerous documents (17 links) related to this consultation and the short time of two weeks. This is in addition to the overlap with three other consultations which may be of relevance to groups interested in the built environment, two also being transport-related consultations. We consider that this is an insufficient period of time for a consultation, given that there is no valid reason for this consultation to be less than the usual four week period. This suggests that a decision has already been made and that the Council will not take submissions seriously. We hope that this is not the case, and that the abbreviated consultation time has not also disadvantaged other submitters.

Thank you for this opportunity to comment on the proposed Island Bay cycleway options. If you have any questions please do not hesitate to contact me.

Yours faithfully

#### **References**

- Cycling Safety Panel "Safer journeys for people who cycle: cycling safety panel draft report" (25 September 2014)  
<http://www.nzta.govt.nz/consultation/cycling-safety-panel/docs/cycling-safety-panel-consultation-draft-sept-2014.pdf>
- WCC "Island Bay Cycleway: Final Design Report" (August 2014)  
<http://wellington.govt.nz/~media/have-your-say/public-input/files/consultations/2014/09-cycling/design-report-august-2014.pdf>

---

<sup>2</sup> Cycling Safety Panel *Safer Journeys for People who Cycle* p. 31.

<sup>3</sup> Cycling Safety Panel *Safer Journeys for People who Cycle* p. 31.

## OTHER 42

Hi,

As a cyclist, I'm all for a safe cycleway around the streets of Wellington.

I have just visited the WCC submissions website where there are only 4 options. It was agreed at the IBRA meeting on July 31st that a 5th choice would be included; option E. I wish to choose option E.

It is disappointing to see that the wider public have not been notified of option E. None of the local newspapers have mentioned the 5th option, only the 4 as per WCC's website. Given that anyone can vote, it seems likely that option E as another alternative, won't be voted for because the wider public won't know it's the 5th option.

I am a road cyclist & a motorist.

The current cycleway is unsafe because:

- children open car doors onto cycle lane. I've seen a near miss when the driver was hurriedly getting shopping from his drivers side, to avoid an oncoming bus - meanwhile the kids leapt out from the car where a cyclist was fortunately still some way off. Many cyclists travel at speed - especially with a tail wind behind them
- debris on cycleway is unable to be swept off ie;!by road sweeper. I've had a puncture as a result & now cycle along the road as feel safer there
- the cycleway goes no where - young kids especially, don't know where to go next
- the pavement is wide enough for young kids on bikes, or one of the parallel quieter roads; i.e. Clyde St/ Derwent St
- many elderly people feel vulnerable getting to & from their parked cars on the Parade - they feel they have hurry before oncoming traffic & fear falling
- impaired visibility trying to see pass parked cars obscuring vision

Aside from safety, there is the issue of local businesses losing trade & large vehicles now parking away from the cycleway up smaller side streets.

## OTHER 43

Hi. I've biked the Island Bay cycleway several times. It's great on the cycleway, and the contrast going into the city after Dee St, especially when the road narrows, is striking — I feel very safe and cared for on the cycleway. After that it's a dangerous business, having to be constantly alert to impatient drivers passing too close and on the lookout for car doors opening that will throw me into the path of traffic.

I've also biked in overseas cities a great deal (Paris, Munich, Montreal etc), and was delighted to see Wellington starting to take some steps towards being a more cycle-friendly city, which many major cities in the world are moving more and more towards — those moves (e.g., the quays by the Seine in Paris are going to become car-free) are also controversial with drivers and residents, but once achieved many see the advantage and start to cycle more themselves.

I'm reasonably happy with all 4 options, as long as the cycleway stays! — I would be happy to see the entire cycleway, for both directions, just on one side of the road, which I think is what Option A represents. But Options B and C are also fine.

Hello

Thank you for the opportunity to provide feedback on the four options.

#### Background

My background is that I have lived in Island Bay for over twenty years, cycled and driven vehicles for more than forty years, and used Wellington buses for many years. I am also a parent - my wife and I have raised two children, in Island Bay. Consequently, I can appreciate the "cycleway issue" from the perspective of many road users', as well as of parents and teachers of beginner cyclists.

I've ridden, driven and walked The Parade for many years, before and after the creation of the initial cycleway and the kerbside cycleway. I've used the road and paths to commute to work, for recreation and to teach our children to walk and ride on.

#### Kerbside Cycleway Experience and Recommendation

During the initial consultation about the then proposed kerbside cycleway, the Wellington City Council Cycling Advocate told me that the then proposed kerbside cycleway would not suit 'accomplished' cyclists. I'm not a cycle racer, but my experience of the kerbside cycleway definitely supports that statement. My journeys along the kerbside cycleway are slower than they were previously, largely because of the way the cycleway weaves in and out of roads and bus-stops and, to a lesser extent, because I am unable to pass slower riders in the narrow gap between the kerb and parked vehicles. I also feel less safe because, as a vehicle driver, I know that cyclists can suddenly appear where the cycleway merges with the road. I also feel like an intruder where the cycleway merges with the footpath and at bus stops.

My overall cycling experience is less intuitive, clean and cohesive (I have to pay more attention), less safe, and less pleasant than it was compared to the previous cycleway. As a driver, pedestrian and bus user - i.e. all users - the kerbside cycleway is inappropriate for similar reasons. It therefore appears to me that the concept of a kerbside cycleway contradicts four of the five design objectives - and all relate to the fundamental nature of the kerbside cycleway along The Parade (this is not a criticism of all kerbside cycleways).

Consequently, my preferred option is Option A. I believe this option also has the greatest overall benefit for all users of The Parade.

However, Option A still has a design feature that significantly compromises it's safety and efficiency for cyclists, pedestrians and drivers - i.e. the retention of the kerbside cycleway on the kerbside of bus stops. Please amend Option A so that the cycleway is on the road side of bustops - doing so will enable the bus-stops to be placed nearer to the kerb. Doing this may also have the effect of reducing the number of carparks that need to be removed.

It is good to see the Option A proposal to relocate the bus stop to 294 the Parade. Hopefully this will make the Humber Street intersection easier to use - if necessary move the bus stop even further north.

Could you also please consider installing a round-about at the intersection of The Parade and Humber Street. This would make this intersection easier for all road users to negotiate.

The Design Report indicates that a roundabout has been considered for the intersection of The Esplanade and Reef Street. Yes please! This major intersection is in urgent need of road safety improvements.

#### Young and/or Inexperienced Riders

As a parent who cycles, I wanted to teach our children how to ride on the road - to also experience the convenience, joy and satisfaction of cycling. However, we never contemplated doing so until our children had developed suitable road awareness and response skills - at 11 and 10 years of age respectively (yes, they had developed these skills at different ages). Even if a kerbside cycleway had been in existence when our children were young, I'd still expect them to have these awareness and response skills because, among other things, they are needed for crossing intersections. We did not let them ride alone until they proved to us that they had those skills.

This background and experience leads me to conclude that the kerbside cycleway is largely for the benefit of parents/caregivers who wish to ride with young children, less than about ten years of age, on the road - although I acknowledge however that other categories of cyclists will also support a kerbside cycleway. I do not think the benefits of the kerbside cycleway to this small proportion of the road/footpath users outweighs the costs of doing so.

see over/

Submission 44 continued

Thankfully, there are lots of other options to encourage people, including young children, to learn to ride safely? And it's great to see some have already been implemented in Wellington. For example, the establishment of skate-parks teaches young children great balance, awareness and control skills, as do dirt cycle tracks and mountain bike trails. We already have those facilities in Island Bay. Learners are also able to ride at the open public spaces along the waterfront - a great place to learn skills.

National Safety Standards

Some people might argue that a roadside cycleway is unsafe, and contradicts national safety standards. The reality is that a roadside cycleway on The Parade was one of the widest places to ride in Wellington. Just about every other road in Wellington will not ever meet the standards. If we are to truly encourage people to ride, throughout Wellington, then 1.7km of kerbside cycleway along The Parade is not the way to do that. It's a great shame that the resources that could have been used to improve the overall network of roads for cycling have instead been used on the kerbside cycleway at The Parade.

I hope that the issue of the Island Bay cycleway can be satisfactorily resolved quickly, so that progress can be made to improve the other parts of the wider network of cycleways and routes in Wellington.

Yours sincerely



## OTHER 45

Sorry went to fill out survey but must have missed the cut off time.

In any case I would just like say you missed one more option off the list - do nothing and make the best of what got. I honestly think the changes should never have been made, but now that they have been and all that money makes no sense to spend even more money on a route where to be honest I have yet to see more than one solitary cyclist at a time.

One thing that would be nice and apologies if it was included in one of the submissions but would be at some stage re do road surface as very confusing having old road paint signals still visible.

## OTHER 46

I'm not a resident of island bay anymore but often visit and find parking along the parade very confusing. Sometimes I think I hv a park and then see various lines so search for another one as am unsure.

Coming out of a driveway requires great focus to see onto the road. I much preferred the wider parade prior.

Thank you for the public consultation process.

Hello Councillors,

As a resident of 30 years in the Bay, I must say there has never been such a debacle.

My selected option is option E .

Hi

I'm emailing my thoughts about the consultation, I have just realised the consultation closed at 9pm so I am 30 minutes late. I quite naturally assumed that since the advertised closing date was 13/8 it would be at midnight and went to the cinema planning to do it on my return

Anyway

Originally I was in favour of returning the Parade to its original layout, I think the cycleway serves few cyclists in its current form and is a poor layout and design. It encourages dangerous cycling and is not safe. (To clarify for example The Parade layout is strikingly different from usual NZ roads, the cycleway is frankly stupid around bus stops and it discourages appropriate awareness and safe cycling around vehicles as far as cyclists are concerned. For a vehicle driver it has turned a safe wide road into a visibility nightmare, where vehicles, pedestrians, buses and bikes seemingly approach at random from every different direction and a considerable portion of it is too narrow for its intended purpose) It appears The Parade was chosen because it was thought to be 'easy' and an ill considered and ill conceived design was then rushed through.

I have however subsequently changed my mind partly as a result of attending the residents association meeting, decreasing our reliance on fossil fuels is the future and cycling is an essential part of this. The cycle way has been in for a while and really the best choice now is to make it safer, (although since the narrow road through the centre mandates a different design from one section to the next it will always have an inbuilt 'danger' to it.)

The best way to make it safe would really be to remove parking from the Parade completely outside of the centre. Whilst some people would not like this it would have the effect of returning the wide open, safe, good visibility aspect to The Parade people are missing.

In terms of the proposed designs, I am completely against anything that differentiates road use areas by levels. Dangerous for cyclists, pedestrians, elderly, people with poor eyesight, anyone unfamiliar with the road, small children on bikes and scooters, anyone distracted by talking, traffic, children etc in fact pretty much everyone, there probably isn't a person in New Zealand who hasn't fallen off a kerb or tripped over one, or a stone, rock, surface variation etc at some point, so for road design it seems an unsafe choice. There is a significant elderly population in Island Bay (and I gather from previous meetings this is predicted to increase) so I feel strongly that any road design should take their safety into account. (I'm actually surprised that current guidelines don't give this further consideration)

So my preferred option would be keeping the current layout but removing parking from the Parade outside the centre, I am not in favour of road level changes.

In terms of the whole process I think it has been poorly handled, has involved what should have been a completely unnecessary number of consultations and reports and will leave a number of people dissatisfied whatever the result, it strikes me that there has been a considerable amount of rate payers money spent on the whole thing which could have been avoided. (Reports, consultations, duplicate designs etc) The fact that one of the organisations involved could not put the effort in to ensure they sent someone to the residents association meeting who knew what they were talking about or even who had prepared for the meeting was disgraceful.

Please don't publish my name, email or address.

For what it's worth, I have at times cycled a lot but all my family use bikes for various reasons.

thanks

## OTHER 50

Hi,

I do not like any of the 4 options put forward. I would like to see one TWO-WAY cycle lane for Island Bay.

Thanks,

## OTHER 51

Submission attached.

Attachment to email submission #51

## **Love the Bay - Delivering on the cycleway**

### **Submission**

**I do not support any of the Options A, B, C, and D provided but would prefer to see The Parade restored to the pre-cycleway state - locally referred to as Option E.**

I support of my submission I would note the following:

The removal of a further 40 residential and 17 commercial area car parks as proposed in Options A, B, C, and D is totally unacceptable for a low volume transport option (cycling).

The present cycleway is dangerous – on a wet night the large number of reflectorised signs and markings are a visual distraction that should never have been approved.

Overall the cycleway has downgraded the visual amenity of the suburb where there was once one of the more spacious and pleasant streets in Wellington.

If transportation is part of making Wellington a ‘world class city’ then I would suggest efficiency through a free-flowing transportation network is the key. The focus should be on those modes that efficiently move large numbers of people through public transport and cater for the journey flexibility provided by vehicles (both private cars and commercial vehicles). Electric vehicles will require efficient roading networks.

The argument that cycleways widen the transport options simply doesn’t make sense – cycling is there as an option right now.

The related argument that constructing dedicated cycleways will increase the attractiveness of cycling and encourage greater uptake.

I would refer to the ‘*Wellington City Council Cycling Demand Analysis Research Report*’, Pettit, Dodge – June 2014 which goes into a great deal of analysis on this question. However this is purely speculative. It is widely recognised that such positive responses to aspirational type questions aren’t reflected in reality – it’s similar to asking people their drinking or eating habits.

This analysis and the projections on cycling growth do not even seem to be based on any hard, independent data on current volumes. Such data should at

the very least look at cycling patterns such as days of the week, the influence of weather, purpose, destination etc.

I note the 'Wellington City Council Design Report: The Parade – Island Bay' states 'No cycling monitoring surveys were undertaken to inform these design options.'

I would have thought that some hard data was essential before considering significant investment decisions, irrespective of where the money is coming from. Anything less raises questions on the governance provided by the Wellington city councilors.

Yours sincerely

Berhampore

Chief Executive

Wellington City Council

I have read about the options that Council has put forward for this project.

I do not like Option A, B, C, D.

I prefer Option 'E' as passed and put forward by the Island Bay Residents Association at their meeting on 31st July 2017.

# OTHER 53

My thoughts on the cycleway:

- Cyclists were more visible to motorists turning off the parade into a side street with the previous cycleway than they are with the new one. However, I would agree that they are safer on the between intersection areas than they were previously.
- Because it is almost impossible to find a park in the shopping area, I walk to the shops, (but then I am unable to carry anything very heavy). I would request that footpaths in the new layout be as wide as possible please, as they are shared by pedestrians (very young and very elderly included), baby buggies, motorised scooters, skateboarders, children on scooters (lots), tricycles, and in spite of the cycleway, on bicycles.
- The diversion of the cycleway behind the bus stops is a little disconcerting for elderly people stepping off the bus. It is a large step down for them, and their concentration is on alighting from the bus safely, and not on the possibility of a cyclist on the cycleway. Perhaps the cycleway should be further away from the kerb.
- However there are so few cyclists on the cycleway that at present none of the above comments have been a problem. But if as anticipated, the cycleway to the city is completed, one would hope that more people decide it is safe to ride a bicycle in Wellington. In my view it is unsafe to ride in Wellington at present.

Hi

The parade in Island Bay is indeed a main street

1. Any plan that narrows the usable street further should be rejected as the buses which are our form of public transport are already struggling to negotiate the road and pass successfully
2. Yes cyclists are vulnerable and as a car user I have enjoyed not having them on the road along the parade. But I am afraid when turning a corner that they will not see the car and hurtle full speed into me as I may not have seen them because of parked cars
3. The council seems to adopt the view all over Wellington that most people have off street parking. This is not the case and at present people do need residential carparks- in the section of the parade north of the shops there are many houses that do not have off street parking. Also parking is increasingly under pressure from higher density housing that does not always give carparks for all residents
4. The elderly and the young are vulnerable also when getting in and out of cars and need to not worry about a cycle hitting them or the car door
5. Perhaps somehow a mass carpark could be created somewhere around the shopping centre to offset losing carparks on the parade- surely the council values local shopping centres
6. For future cycleways -do they have to go down the main street surely they could go down another route for example the south cycleway could have gone down Clyde Street some of the way?
7. As a pedestrian, and yes I commonly walk around the Bay, narrowing the footpaths makes it difficult for pedestrians and particularly those with pushchairs. I never know if I should be walking on the cycleway behind bus stops and the surfaces are uneven. Also I thought there was a best practice footpath width for walking also an ecofriendly form of transport

Thanks for this opportunity to share in this consultation.

Kind Regards

Please find attached my submission on this important issue.



## OTHER 56

Hi,

I travel to Island for work about every 3 weeks. In total I travel between 800/1350 kms every week, I have been traveling/driving for my job the past 27 years.

I can honestly say that I never feel safe and always feel uneasy and uncomfortable driving down Island Bay since the road layout has changed.

My other point would be that I never see cyclist using it.

Please change it back to how it was.

Regards

## OTHER 57

Attached are comments/feedback on the four options for the cycleway on The Parade, Island Bay.

## OTHER 58

Good Evening

Please find attached a copy of my response to your invitation to comment on this project.

Regards

## OTHER 59

Our submission on Island Bay is attached.

Could you acknowledge receipt, please?

Regards

## OTHER 60

Hi

Well that was a mission trying to get through to make a comment on the Island Bay cycle way. Just about as bad a driving down the Parade now days.

On that subject - I think the council should be returning the parade to its original condition – including the original number of car parks.

As the foot paths are wide – why not divide the foot paths in half for cyclists and pedestrians to share.

Also – why does there have to be a cycle lane on both sides of the road.

My though is that people use it going north in the morning – and reverse in the afternoon.

Has anyone monitored the actual usage of the footpaths outside the times that school children would be using it them in the morning and afternoon. That should have a very big impact in any decision made.

## OTHER 61

We vote to return to the original layout.( option E) which is not a choice. The reason is that this was one of the safest streets in Wellington. We do not have confidence in design in relation to street / suburb planning.

Thank you

## OTHER 62

Recently I went to MOOLOOLABA , Australia. I hired a bike for 10 days and rode everywhere on the footpaths and walking tracks. This was completely normal and legal.

Bikes had bells to ring, to alert walkers if you were coming from behind to pas them.

Occasionally, in front of shops, the footpaths had a centre dotted line, with signs saying 'keep left'. Cyclists could still ride on the road if they choose to.

By not riding on the road I felt completely safe. I believe this would be a great option for Island Bay. Auckland has recently opened a shared walk/cycle trail and in Wellington I often ride around the inner harbour among walkers/ dog walkers/ kids on trikes or scooters/ and also those 4 person hire bikes.

My choice of options is : option E

put the parade back how it was.

## OTHER 63

I support option D - separated cycleway with retention of angle parking in the shopping area. Don't get rid of the cycleway, my children use it and I feel much better about them biking on the road knowing they are separated from the cars.

Thanks

## OTHER 64

I submit that the current cycleway as a driver is of much concern. Having the cars parked some distance from the kerb makes it very dangerous when pulling out from a side street and trying to turn right onto the Parade. When turning left off The Parade it is difficult to see any cyclists on the current cycleway. Therefore I would prefer Option A or as proposed by the residents Association, Option E.

Regards

## OTHER 65

Sir

I wish my choice of the options on the cycleway to be the one held by the IBRA which is to put it back to the original way it was before the complete debacle as it is now, was installed. Therefore my option is for IBRA option E.

## OTHER 66

Sir

I wish to vote for the IBRA option E as the preferred choice of the cycleway.

## OTHER 67

I would like to see The Parade in Island Bay put back to its original format.

Hello

I would very much prefer that the Parade be back to as it was in the first place.

So I am to believe that there is a Option E and that is as it was.

Kind regards

# OTHER 69

Hi

My contact details are below and I am in the 50 -59 age group and I live in Island Bay.

I am in favour of option C, B then D.

I am both a motorist and a cyclist and I recognise that there is no option that ticks all boxes for all types of transport.

I think that Wellington needs to be moving towards encouraging other transport than driving a car.

If the final decision is to return to the original layout with cyclists on the road side of cars (as in option A or E) then other things need to be done, eg reducing the speed and removal of carparks where the road is too narrow.

I would also favour removal of the pedestrian crossing humps.

For me, there needs to be an ongoing approach for beyond the current cycle way into the CBD.

In my opinion, there needs to be a staged removal of car parking from at least 1 side of the road on main car and bus routes into town (Adelaide Rd and Rintoul St especially) to make room for unhindered transport routes whether you are in a car, bus or on a bike.

Even without cyclists, buses often have difficult passing on Rintoul St and cars are held up there too as there is often no room to pass busses at bus stops. Buses often take several minutes to pass each other when there are cars parked on both sides of the road.

Thanks and good luck with your decision.

To whom it may concern

My submission is attached.

Yours sincerely



Attachment to submission #70

Northland  
WELLINGTON

13 August 2017

Wellington City Council  
PO Box 2199  
WELLINGTON 6140

To whom it may concern

**SUBMISSION: BICYCLE LANES, THE PARADE, ISLAND BAY**

Thank you for the opportunity to comment on the topic.

I welcome Wellington City Council's efforts to encourage people to travel on our roads by bicycle for pleasure and for commuting. Compared with travel by car, travel by bicycle:

- helps to reduce our per-capita emissions of greenhouse gases;
- helps to reduce our per-capita consumption of finite fossil fuels;
- benefits cyclists by improving their physical fitness and mental wellbeing.

I favour the construction of bicycle lanes on either side of The Parade, between the existing kerbs, and yet-to-be-built concrete nib walls one metre into the roadway from each kerb. This one-metre width between kerb and nib wall will minimise the risk to cyclists of passenger-side car doors being opened and hitting them. Also, if a car is illegally parked by driving up onto the nib wall, or even over it and onto the bicycle lane, the offence will be obvious to an approaching cyclist.

Nib walls are essential to define the bicycle lanes. Simply painting a white line one metre out from the kerbs would be no substitute for the definition of the bicycle lanes that would be provided by nib walls.

I am strongly opposed to any use of our footpaths for use by cyclists.

I may wish to speak in support of my submission.

Yours sincerely

Regards

Attachment to email submission #71



TE HUNGA HAUĀ MAURI MŌ NGĀ TĀNGATA KATOĀ

**CCS Disability Action Submission**  
**Wellington City Council**  
**Love the Bay – delivering on the cycleway 2017**

**WELLINGTON**

336 Cambridge Terrace, Naenae  
Lower Hutt 501 |

PO Box 35-156, Naenae  
Lower Hutt 504 |

**TEL** 04 567 8910

**FAX** 04 567 8920

0800 227 2255

[www.ccsDisabilityAction.org.nz](http://www.ccsDisabilityAction.org.nz)

## Background

A key contributor to all people leading full and rich lives is being able to safely make their way around the community. The inability to access the community often means that disabled people are unable to seek and maintain employment and carry out everyday activities such as going shopping, going to the park/playground, joining a club attending and medical appointments.

Recent research carried out by the New Zealand Institute of Economic Research (NZIER)<sup>i</sup> on behalf of the Blind Foundation to analyse the impact of improved access for people with disabilities found that:

- 925,000 working age New Zealanders have a disability(ies)
- 40,000 New Zealanders with disabilities are unemployed

The report suggests that if 14,000 people with a disability were employed within the next 10 years \$270 million could be saved in benefits and \$1.45 billion added to the economy each year.

In 2013 Disability survey one in four people identified as disabled.

### Measuring access needs

In response to the lack of information/tools for councils to use to identify access requirements and plan improvements, CCS Disability Action in cooperation with transport professionals and disabled people has developed tools which councils have successfully used to identify access needs and develop an achievable access improvement plan. We offer Street audits and Pedestrian counts to support Councils to improve access.

While this consultation is around a cycle way the footpath is central to the proposed changes.

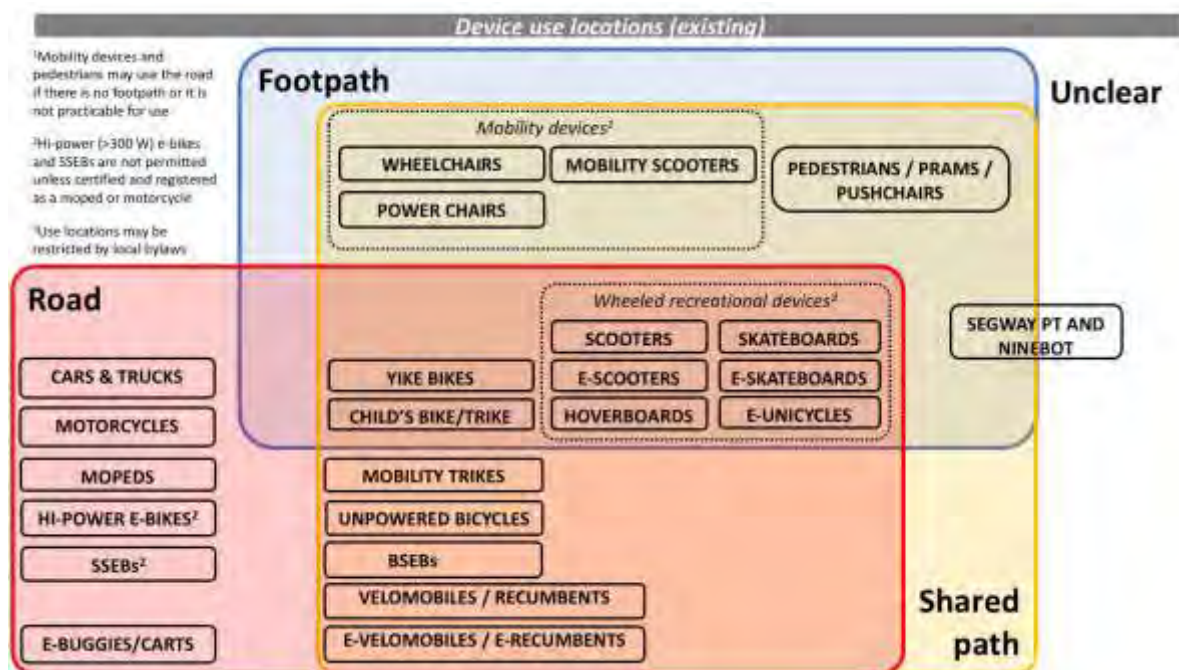
Footpaths are the foundation of our public spaces, used by all members of the community – including older people, children, families (prams), people using mobility aids (walkers, mobility scooters or wheelchairs) and other people with disabilities. Footpaths are not only thoroughfares – they are for stopping, talking, living and learning on. Footpaths provide for independence, promote health, and connect neighbours and communities.

CCS Disability Action strongly supports the continued development of cycle-ways around the city.

Recommendations:

That Council reviews the recently released NZ Transport Research Report **RR 621 – Regulations and safety for electric bicycles and other low-powered vehicles**, [www.nzta.govt.nz/resources/research/reports/621](http://www.nzta.govt.nz/resources/research/reports/621) with the view to defining who the users of the cycleway are, and who the users of the footpath are.

That Council adopt a “safe system” approach which clearly identifies speed limits for LPV’s using the footpath space and considers the risk of LPVs, such as scooters, motorised skateboards, powered unicycles and electric bicycles, to non-powered riders and pedestrians.



That Council engage with interested community groups to educate and promote the safe use of all footpaths, cycle-ways and shared pathways.

That at least the current number of mobility Parking spaces be retained in the shopping area.

CCS Disability Action would support Option A or B where there is no reduction in the pedestrian footpath width.

## OTHER 72

My partner and I would both like to vote for Option E.

This is the option proposed by the Island Bay Residents Association which is to return The Parade to the way it used to be with cars parked alongside the footpath and the cycle lane between the parked cars and the cars driving on the road. Due to The Parade being a wide road this option has many merits and is far safer for all concerned (pedestrians, cyclists, cars and other vehicles) both on The Parade and roads coming on to The Parade. It is also a far more reasonably priced option in comparison to Options A-D which are extremely expensive and we believe they cannot be justified given the number of other things that the Council should be spending the money on, for the benefit of the whole Wellington community.

We are residents of Island Bay.

## OTHER 73

I'm supportive of cyclists but it's well past time to walk back the idiocy of best intentions and unintended consequences that have been demonstrated in the farce that has befallen a once broad street where cyclists never experienced significant difficulties. Restore the Parade to its historic self. That was a classic case of fixing something that wasn't broken. Now it is broken. Doubling down on the idiocy will just make it worse. There are far more pressing needs in the city that could be met with the money proposed. More vast expense and turmoil that will end up no less dangerous and weird.

HI,

I feel the cost of this fiasco is getting out of control.

How about you leave it as it is for just now and I'm afraid, it is what it is.

Spending another \$5 million of the city's ratepayers money on one suburb's cycle path is too much. What will the final cost per kilometre be?

Asking another 1000 people and throwing endless money at the problem won't work.

Give it up and walk away.

# OTHER 75

Good morning

Thank you for the opportunity to make a submission. I've read the documents and my preferred options (in order) are:

- option D - one way separated kerbside cycleway - above road level with angle parking
- option C - one way separated kerbside cycleway - above road level
- option B - one way separated kerbside cycleway - road level - current layout with enhancements

I live with my partner and son in Houghton Bay (the Bay next to Island Bay). We are cyclists and car drivers. We consider ourselves to be part of the Island Bay community as we are so close and we spend a lot of time there. Option D seems to be the safest for me, my son and his friends to cycle in Island Bay. We are not really confident cyclists so being kerbside feels safer. Being above the road level and level with the footpath would increase our visibility to motorists. The strip between us and parked cars would also increase our safety. The cycle way being level with the footpath would enable us to ride onto the footpath in an emergency where the cycle way is obstructed. We also like the addition of angle parking in Island Bay as it would be easier to park when we shop in Island Bay.