

Island Bay cycleway submissions

Paper Based Submissions

Volume 5



Submission Form

After the Love the Bay community-based design project, four design options for the Island Bay Parade and cycleway are open for public consultation from 31 July 2017 to 13 August 2017. Tell us what you think by 9pm, Sunday 13 August 2017. You can give feedback online at wellington.govt.nz/theparade, email your thoughts to theparade@wcc.govt.nz or post this form to us (no stamp needed).

Privacy Statement - what we do with your personal information

Section 1 - Submitter details (fields marked * are mandatory)					
First Name*					
Organisation T () and Box					
Residential Address* Z Sland Bay					
Phone					
Preferred method of contact*					
Age Under 18 18-29 30-39 40-49 50-59 60 years or older					
Please tick your connection(s) to Island Bay Resident Regular visitor Occasional visitor Local business owner Other					
Section 2					
1. Please select your preferred option, or alternatively rank up to four options according to your preference. You can rank as many or as few of the options as you want. If you want to rank the options, please ensure you rank each one using the numbers 1, 2, 3, and 4, (where 1 is your most preferred option and 4 your least preferred).					
Refer to the accompanying document or wcc.govt.nz/theparade for images and further details about each option.					
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OPTION E. IBRA. PROPOSAL

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Love the Bay - Delivering on the Cycleway

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Everything about the new setout is dangeroos +

Disability access to those in wheel chairs hopeless.

I person has removed her front fence so carequer can access her house to get her into the car low.

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OPTION E as per IBRA and business recommendation

Continued over page

2. To help us understand your choice, please provide more information about why you selected your preferred option, and/or declined others if desired. Alternatively, if you prefer an amended option, please describe it here.

If a resident of Island Bay for my entire life (63 years) I am passionate about the Bay.

I do not feel safe driving down the Parade in its current layout. I often have to pull to the side to avoid bases and trucks.

It is a nightmore to twin left and be an the constant look and for the accasional cyclist.

Worst of all stat is the number of cyclists who do not use the cycleway but insist on using the randway. Another hazard to navigate:

PLEASE, PLEASE, PLEASE give us back the lovely wide unacomplicate Parade we had the privilege of before the changes.

Your totaly

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Options A To D do not enhance Balety on

The pavade.

There weren't Enquiheant problems with halfic

or for pedections on The parade prior To

Changes so why after Something That

works for a majority of population - lunacy!

I am appalled by The behaviour/APT

certain city councillors and council officers

The changes made do not fit in with

best engineering practice."

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Option E - Residents à Business Rep Proposal

There is only one option that is realistic a cost expectine

Option E

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OPTION E- RESIDENTS ASSOCIALION Continued over page

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Privacy Statement - what we do with your personal information

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First Name*
Organisation Kilb junie
Residential Address
Phone
Preferred method of contact* Post
Age Under 18 18-29 30-39 40-49 50-59 60 years or older \(\lambda \)
Please tick your connection(s) to Island Bay Resident Regular visitor Occasional visitor Local business owner Other
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Cycleway Nightmare

Dear Editor,

OMG: So now the truth finally comes out that the shortest cycleway in Woolly Wellington may now get to be the most expensive at a cool \$7million. Is it paved with gold? Isn't it time to have accountability, transparency, and financial prudence exercised by both Councillors and especially Council Officers? How on earth can a bike way be built for \$1.2m yet cost \$5m more in the trending conversation, when the majority of Island Bay people just liked it the way it was!

I think there is a little cliché of urban planners at WCC who have turned our hills into bike tracks now want to destroy our streets. We have a water supply issue in Wellington yet mean-

time throw millions of dollars at these consultation speak-fests with limited outcomes.

Heads should roll over this on-going nightmare. Even at the recent meeting at the Church the City Planners just simply don't get the message that we like cycleways but the planning by WCC was silly, and take it back to how it was, which gave plenty of space for the few cyclists, and there were never any accidents!

Now council officers want to push the very same designs on Berhampore and the Eastern suburbs, and a huge cost over-run will happen there as well.

Our city is going to the dogs! Rose Wu

Kilbirnie

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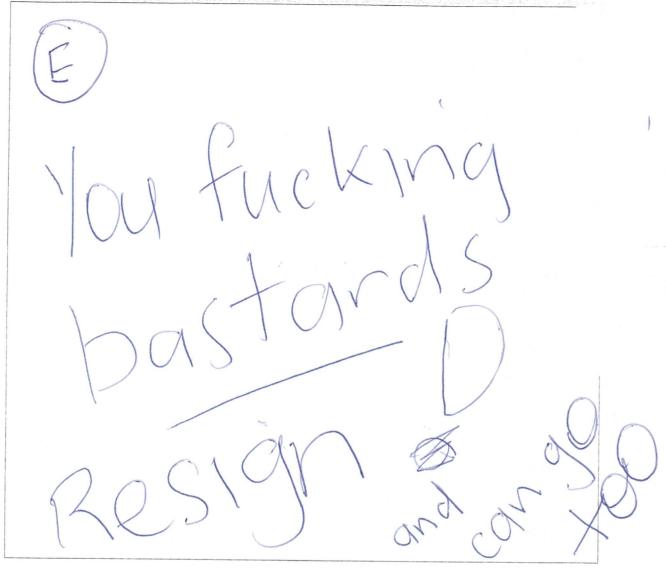
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By putting the cycle lane + door opening safety area next to the curb, was have declicated too lange appearative of the total area area was have are a minority road user, and the area was has allocated is disprepartional to the amount of cyclists. Using Isband Bay. I have watched cyclists not using the detour around the bas stops often.

If the cycle bare should be outside of the cours and the cycleway should be painted green so motorists—can easily vecagnize it as a cycleway. If you do not have consistency you have confusion, which is what there is now.

It can't be one design in one suburb and change to another design in the next. They have to be consistent. Exerywhere what parent would want their child using a bilke if it is too complicated.

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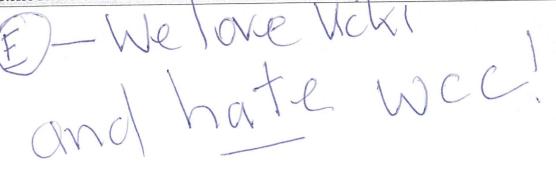
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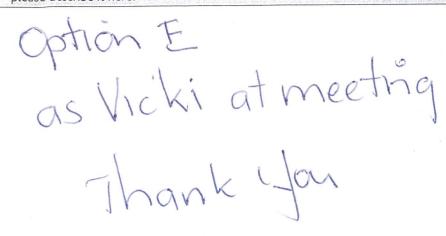
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I don't actually mind the cycleway in its current configuration. Options C + B define the cycleway more clearly.

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I want option (E).

This is as voiced by the Chair of the island bay Residents Association as being return it to the original conept.

It is very said, for all of us rate payes that this project has a costed so much & a b) caused the problems to the houl a wide community.

I am pro bihe, a pro cycleways but to have a 106 st ratio of expenditure is beyond pale.

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Option E-Island Bouy Recordents Association / Business Association

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