



Island Bay cycleway submissions

Paper Based Submissions

Volume 24

PS75

Jeremy Chang

From:
Sent: Tuesday, 8 August 2017 12:33 p.m.
To:
Subject: RE: bike lane option

Island Bay cycleway

Option A is the choice I have chosen but it requires some enhancements as per the cut outs I have made

For the Residential zone; I would like to see the safety zone swiped with the cycle lane. Having the safety zone nearer the traffic lane would not only give more room and avoidance of traffic but also increase room for bigger vehicles not being close to you while cycling

For the Business zone Option C; with the additional changes to be made. There is no reason to lose car parking. Again I would like to see the safety strip swiped with the cycle lane. As the safety speed I believe in the area is going to be 30 kms per hour, Parking a car should not be in issue as speed is reduced. also if this was part of the road cars backing in and out with have to give way something bikes would also have to do. There should not be allowances made. As per the original option of having the cycleway between the footpath and the parking I have always found it in issue to move in between and on weekends its really hard. Foot traffic moves from the footpath to the cycle lane, they do not see it as in issue or keep the cycleway clear which means you have to slow down. I current also ride in electric bike so they cannot hear you. People moving from there parked car to the foot bath either with shopping or family in toe are never really looking clearly and do not see or they believe the cycle way is part of the Footpath or they just take there time moving across the cycle lane. Foot traffic would not do this if the cycle lane was on the outside.

I also like the option E: Bring back what it was like with just a few enhancements and the estimated cost was also more attractive

I would also like to add it is not always possible to have a cycle way, this is not in issue as we can share the road as we have done. But from my years of cycling what I would like to see, if we are to share the road, the road we share has a wide enough shoulder so we can ride safely. As we get near intersections again enough space so we can move up to the intersection. The shoulder that we use be as even as possible, free of broken glass and the like, and gutters at the same level and grates where wheels can ride over.



Love the Bay - Delivering on the Cycleway

2576

Submission Form

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Option A - roadside cycle lane - original layout with enhancements

Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Option B - one-way separated kerbside cycleway - road level - current layout with enhancements

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Option E = As per Residents' Association/
Island Bay Business Association

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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.

Option K as per Island Bay Residents' Ass/Business Assr
and as attached

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I attended the recent meeting and it was obvious from the stance of most of the officers present that they were not prepared to even consider Option E or make comments on it, but wished to continue with their own agendas. Once again we have a council not prepared to listen to the majority of ratepayers, but one that intends to go ahead and waste money which is badly needed in other areas. Island Bay residents were proved right when they tried their very best to stop what turned out to be a monumental mistake and waste of money and now we find the council wants to spend even more against the ratepayers' wishes. What have these so few cyclists done to deserve thousands of dollars per head spent on them at the inconvenience of so many people? After all that money spent the cyclists still ride on the footpaths or take alternative routes down Derwent and Clyde Streets to avoid the cycleway. One speaker tried to say that it was only a certain group/type of person that was against what is proposed, but not everybody was able to attend the meeting. Work commitments, baby sitting problems, health problems cover all ages. Perhaps the councillors should try door knocking and really see that the majority of the population in Island Bay want Option E.

I was really angry to find that after saying at the meeting we could put Option E on the forms at the temporary premises on The Parade and these would not be discarded, to find that personnel were telling people they couldn't put Option E on the form and it wouldn't be considered anyway because it wasn't safe!

The present situation is very unsafe in many respects.

- 1 A driver normally checks the wing mirror and rear vision mirror before opening the car door. Passengers don't have these mirrors and rarely check, especially children. This makes it unsafe for the cyclists to be between the kerb and car.

When my grandchildren were young, and a lot of young mothers follow this safety rule, they get the children to stand on the kerb with a hand on the car while they unpack the car, get out the babies, etc. This is now not possible and the young toddlers have to be left on the footpath with a cycleway between the car and mother – a recipe for disaster. Elderly and disabled people also now have a lot of trouble getting from the car to the kerb safely with wheelchairs, walking sticks, etc.

- 2 With the advent of electric bikes capable of doing high speeds this is also a danger when alighting from cars on what was the safe side. I never have my grandchildren alight from a car on the road side but now both sides are road sides!
- 3 As there are so few cyclists (I go down The Parade every day and rarely see a cyclist) previously there was leeway to swerve if a child ran out or any other incident occurred. At present we are so close to the cars there is absolutely nowhere to go. There are now so many near misses – and these don't get reported so are not in official records. You also see a lot of damaged cars with panels dented in and wing mirrors broken that you did not see before.

The marking of the car parking in some parts is far too large for even the biggest of cars and before the markings were put in three cars could fit in to spaces that are now marked for only two cars. Drivers are more than capable of parking without lines to show them how to do so.

I believe it is immoral for the council to even think about their version of The Parade before they have a good solution to the continuance of the cycleway through Berhampore and Newtown. This section should be completed before Island Bay is messed around. Island Bay should have The Parade back to how it was – safe for cyclists who had few or no accidents in 20 years, attractive flower beds on corners instead of sticks and safe driving for motorists. New seal and painting is all that is required and all we are asking for.

I would like to state that I am not anti cycleway, I just want the one we had before put back. Painting it green would be a big improvement and making it slightly wider is also a good idea as

suggested in Option E. This way cyclists can be seen by motorists and are no threat to pedestrians or car users.

I don't believe the figures being bandied around about how many people are going to be cyclists in the future. Wellington is windy and hilly and should not be compared with other cities overseas. Visiting Europe I have found that a lot of the cycleways being trialled are also very very unpopular with the local people and are not always successful.

Before voting I would like to see all councillors come to Island Bay and spend at least half a day there. This way they will be able to see how the money is being wasted on so few.

I, as with the majority of residents in Island Bay, want to see Option E implemented as soon as possible. I can only hope that the officers involved look at themselves and their own agendas and stop all this spending on plans that are unnecessary – council contractors are perfectly capable of sealing and painting without all the over engineered plans.

6 August 2017

Love the Bay - Delivering on the Cycleway

PS77

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Island Bay

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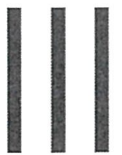
2. To help us understand your choice, please provide more information about why you selected your preferred option, and/or declined others if desired. Alternatively, if you prefer an amended option, please describe it here.

My submission is attached

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Island Bay Cycleway Submission

I preface my comments on the cycleway options by making two points. Firstly, as it currently is or as it will be when reconfigured to any of the four proposed designs, the Island Bay Parade will still only provide “a cycleway to nowhere”. Secondly, whatever design is eventually deemed most appropriate for the Island Bay cycleway can never be the blue print for rolling out cycleways in other Wellington suburbs, since few of them have the space offered by roads as wide as The Parade.

My comments on the options are made from the stand-point of a long time (45+ years) resident of Island Bay, a former regular cyclist from The Esplanade to the city (in the 70s and 80s), and someone who frequently walks along The Parade footpaths and drives along the Island Bay roads. I want to see The Parade providing safe footpaths for pedestrians (particularly on the more heavily used east side), safe cycleways for cyclists of all ages, safe access for homeowners along The Parade, and safe egress for passengers getting on and off buses, together with an adequate width of road to allow safe passage for two-way traffic through both the residential and business zones.

A strong case can be made for the opinion that no (further) cycleway implementation should be undertaken until an overall plan is in place for a complete safe-cycling route from, in this case, Island Bay to the central city. Unfortunately we currently have a situation along the Island Bay Parade that is of concern to a large number of its users because ...

- the roadway is too narrow for safe use by a combination of cars, buses and service trucks,
- parking of cars is unsafe because of danger from passing cars on one side and bicycles on the other,
- cycling is unsafe due to visibility problems particularly at road junctions and house driveways,
- and pedestrian use of The Parade is unsafe due to aspects such as impaired visibility of turning traffic at road junctions, cycleway encroachment onto the footpath, danger from bicycles when getting off buses, et al

... so something needs to be done.

From a detailed perusal of the “Love the Bay - Delivering on the Cycleway” document and a long slow walk** along The Parade from Reef Street to Dee Street observing the variety of the existing road/parking/cycling/footpath/bus stop/etc infrastructure, I am of the opinion that none of the four design proposals are satisfactory. Some features of some of the four proposals are appropriate and I suggest an alternative design that incorporates aspects of the proposed designs.

***The walk was undertaken during the hour from 11.30 am to 12.30 pm on Friday 11th August – during which time I saw just 5 cyclists, all of them heading south!*

Suggested Design:-

The Residential Zone layout to be the same as in Option A, except that each of the traffic lanes is increased to 3.2 m width (including a central flush median) and the footpath on the west side is reduced to 2.6 m.

The Business Zone layout to be as in Option D, except that the cycle lane and safety strip on the east side are moved to beside the southbound traffic lane (with the safety strip between the cycles and the parked cars) to allow for kerbside parking on the east side. The cycleway and safety strip on the west side should be at mid-height between the roadway and the footpath (to maintain separation of cyclists from pedestrians).

Reasons for the suggested new design:-

Kerbside parking provides greater safety for both drivers (with the cyclists where they expect them to be) and passengers (who are not stepping out into the path of cyclists). Kerbside parking allows better visibility to and greater safety for cars entering or exiting driveways. Kerbside parking does not require designated individual parking spots – just marking of the areas where parking is prohibited.

Roadside cycle lanes of 1.5 m width with 0.9 m safety strips provide a safe environment for cycling. Roadside cycle lanes provide better visibility for vehicles using the traffic lanes, particularly when (as throughout much of the 24 hours) there are no cyclists using the cycle lanes. Roadside cycle lanes provide safer access for passengers getting on and off buses.

The existing wide footpaths (mostly 2.5 m or more) are considered to be one of the factors that makes The Parade safe for pedestrians, elderly persons, wheelchairs, parents with pushchairs, and children with bikes, scooters and skate boards. *(Currently cyclists use the footpath as a safer option.)*

Angle parking in the Business Zone is necessary to provide as much parking as possible in this area to maintain the viability of the local businesses. There would appear to be scope for increasing the number of angle parks by extending them further north of the existing parks on both west and east sides of The Parade (rather than decreasing the number as suggested in Option D). If the total width shown in Option D of 5.8 m for angle parking plus safety strip could be reduced by 0.4 m, then the traffic lanes through the Business Zone could be increased to 3.2 m to maintain consistency throughout the whole length of the Island Bay cycleway. *(If the 0.6 m safety strip is really there to allow the angle parked cars to park with their front wheel against the kerb and their bonnet over the safety strip, then maybe 5.2 m is not required for the angle parking?)*

There is considerable potential in a new design to increase the amount of parking along The Parade, particularly south of the shopping centre where the current allocation of parking spaces appears to be dictated by whether the properties have single or double garages, double garage plus a driveway, or even a completely sealed frontage. There are lots of apparent anomalies in the current road markings for parking, including some areas with dotted yellow lines.

Footnote:- The option of constructing a two-way cycleway along just one side of the road needs further consideration since in the “overall plan for safe-cycling” this may well be the only way in which cycleways can be fitted into existing infrastructure in most Wellington suburbs. The suggested increase in risk on the one side may well be offset by the reduction in risk on the other side.

Love the Bay - Delivering on the Cycleway

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Option E as per I.B.R.A

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.

Option E as outlined by I.B.R.A. is the best option because

- there were no issues prior to the current cycleway
- it's very hard to drive through The Parade when there are cars coming in both directions - and impossible when there is a bus trying to get through.
- the cycleway creates dangerous driving conditions -
- its hard to see a cyclist coming out from the cycle lane.
- there are hardly any cyclists using the cycleway
- removal of existing car parks will have a detrimental effect on businesses which will eventually mean closure of businesses in Island Bay. This will change the whole appeal of the suburb.

Please put the road back to how it was before the current cycle lane was put in. There is a perfectly good cycle way along the PG Valley Road which goes all the way into the city. Listen to the community!

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Te Kōwhiri

P579

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① Option E. Island Bay Residents Association / Business Representatives PTO.

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.

The Parade has become too narrow for traffic. Emergency vehicles can not get past other traffic with vehicles parked on both sides of the street. There is no way that cars can pull over to let emergency vehicles pass.

With cars parked on the outside of the cycleway it has resulted in the visibility for drivers leaving their driveways being significantly reduced; resulting in cars having to drive out into the oncoming traffic to see if the way is clear. On occasions I have had to do a forwards + backwards movements to get out of the way of oncoming traffic + dodge cyclists at the same time.

The stanchions at intersections have resulted in vehicles having to make wider turns again putting drivers at risk and into oncoming traffic. eg. a car turning Right off the Parade into Humber St while a car turning left onto the Parade from Humber St would normally be able to make the turns without having to give way to each other, which is not possible now.

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P580

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(OPTION E) Island Bay



Residents Association

Continued over page

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(OPTION E) Resident Association
ISLAND BAY

I live on the PARADE for over
40 years. I feel it was ~~safer~~ the
original way with the cycle track
on the outside of the parked cars.

It will ruin Island Bay by taking
any more car parks away. The parade
looks really messy, and dangerous.

Thank you

(OPTION E)

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Privacy Statement - what we do with your personal information

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Section 1 - Submitter details (fields marked * are mandatory)		
First Name	_____	
Organ	Island Bay	
Reside	_____	
Phone	_____	
Preferred method of contact*	<input checked="" type="checkbox"/> Email <input checked="" type="checkbox"/> Post	
Age	<input type="checkbox"/> Under 18 <input type="checkbox"/> 18-29 <input type="checkbox"/> 30-39 <input type="checkbox"/> 40-49 <input type="checkbox"/> 50-59 <input checked="" type="checkbox"/> 60 years or older	
Please tick your connection(s) to Island Bay		
<input checked="" type="checkbox"/> Resident <input type="checkbox"/> Regular visitor <input type="checkbox"/> Occasional visitor <input type="checkbox"/> Local business owner <input type="checkbox"/> Other _____		
Section 2		
<p>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).</p> <p>Refer to the accompanying document or wcc.govt.nz/theparade for images and further details about each option.</p>		
Option A - roadside cycle lane - original layout with enhancements		
<input type="radio"/>	Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.	
Option B - one-way separated kerbside cycleway - road level - current layout with enhancements		
<input type="radio"/>	Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.	
Option E THEN C	Option C - one-way separated kerbside cycleway - above road level	
<input checked="" type="radio"/>	Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.	
Option D - one-way separated kerbside cycleway - above road level, with angle parking		
<input type="radio"/>	Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.	

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.

The reason of my decision to choose Option E by I.B.R.A and Business Reps is that I consider this is the proper place for bicycles as I am an old rider of many years and have never been worried by traffic but ride responsibly.

Consideration must be given to the elderly people and not so old, to alight from the passenger side of vehicles on to the footpaths and not be obstructed by passing cyclists. This has happened in the Island Bay parade owing to the present setup. Speaking to a couple of cyclists in Island Bay parade stated they do not use the cycleway as it should be at least half as wide again for safety, but use the road.

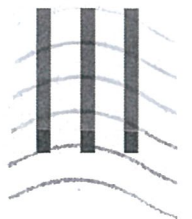
I believe no condescending of motorists roadway to footpath should be considered as we cyclists pay no registration fee.

If Option E is not accepted then my choice is Option C.

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**Absolutely Positively
Wellington City Council**

Me Heke Kī Pōneke



FREEPOST WCC

Island Bay Cycleway (114)

PO Box 2199

Wellington 6140

Love the Bay - Delivering on the Cycleway

P 552

Submission Form

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First Name*	
Organisation	Island Bay
Residential Add	
Phone	
Preferred method of contact* <input type="checkbox"/> Email <input checked="" type="checkbox"/> Post	
Age <input checked="" type="checkbox"/> Under 18 <input type="checkbox"/> 18-29 <input type="checkbox"/> 30-39 <input type="checkbox"/> 40-49 <input type="checkbox"/> 50-59 <input type="checkbox"/> 60 years or older	
Please tick your connection(s) to Island Bay	
<input checked="" type="checkbox"/> Resident <input type="checkbox"/> Regular visitor <input type="checkbox"/> Occasional visitor <input type="checkbox"/> Local business owner <input type="checkbox"/> Other _____	

Section 2

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Option A - roadside cycle lane - original layout with enhancements

Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Option B - one-way separated kerbside cycleway - road level - current layout with enhancements

Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Option C - one-way separated kerbside cycleway - above road level

Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Option D - one-way separated kerbside cycleway - above road level, with angle parking

Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

No

see over OPTION E

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.

Option E - return cycleway to
IBRA how it was

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**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

Free



FREEPOST WCC
Island Bay Cycleway (114)
PO Box 2199
Wellington 6140

Love the Bay - Delivering on the Cycleway

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

2583

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First Name	
Organisation	Island Bay
Residential	
Phone	
Preferred method of contact*	<input type="checkbox"/> Email <input checked="" type="checkbox"/> Post
Age	<input type="checkbox"/> Under 18 <input type="checkbox"/> 18-29 <input type="checkbox"/> 30-39 <input type="checkbox"/> 40-49 <input checked="" type="checkbox"/> 50-59 <input type="checkbox"/> 60 years or older
Please tick your connection(s) to Island Bay	<input type="checkbox"/> Resident <input type="checkbox"/> Regular visitor <input type="checkbox"/> Occasional visitor <input checked="" type="checkbox"/> Local business owner <input type="checkbox"/> Other _____

Section 2

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Refer to the accompanying document or wcc.govt.nz/theparade for images and further details about each option.

Option A - roadside cycle lane - original layout with enhancements

<input checked="" type="checkbox"/>	Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.
-------------------------------------	---

Option B - one-way separated kerbside cycleway - road level - current layout with enhancements

<input type="checkbox"/>	Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.
--------------------------	---

Option C - one-way separated kerbside cycleway - above road level

<input type="checkbox"/>	Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.
--------------------------	---

Option D - one-way separated kerbside cycleway - above road level, with angle parking

<input type="checkbox"/>	Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.
--------------------------	---

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.

[Empty response box]

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**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke



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Island Bay Cycleway (114)
PO Box 2199
Wellington 6140

Love the Bay - Delivering on the Cycleway

Absolutely Positively
Wellington City Council
He Heke Ki Pōhake

P 584

Submission Form

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Section 1 - Submitter details (fields marked * are mandatory)

First Name*	
Organisation	Island Bay
Residential Address	
Phone	
Preferred method of contact*	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Post
Age	<input type="checkbox"/> Under 18 <input type="checkbox"/> 18-29 <input type="checkbox"/> 30-39 <input type="checkbox"/> 40-49 <input type="checkbox"/> 50-59 <input checked="" type="checkbox"/> 60 years or older
Please tick your connection(s) to Island Bay	<input checked="" type="checkbox"/> Resident <input type="checkbox"/> Regular visitor <input type="checkbox"/> Occasional visitor <input type="checkbox"/> Local business owner <input type="checkbox"/> Other _____

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Option A - roadside cycle lane - original layout with enhancements



Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Option B - one-way separated kerbside cycleway - road level - current layout with enhancements



Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Option C - one-way separated kerbside cycleway - above road level



Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Option D - one-way separated kerbside cycleway - above road level, with angle parking



Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Continued over page

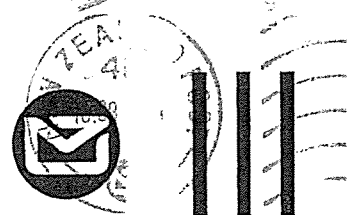
2. To help us understand your choice, please provide more information about why you selected your preferred option, and/or declined others if desired. Alternatively, if you prefer an amended option, please describe it here.

[Empty response box]

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Wellington City Council
Me Heke Ki Pōneke

Free



FREEPOST WCC
Island Bay Cycleway (114)
PQ Box 2199
Wellington 6140

Love the Bay - Delivering on the Cycleway

Absolutely Positively
Wellington City Council
Me Hākei Pōhē

9555

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Section 1 - Submitter details (fields marked * are mandatory)

First Name	
Organisation	Newtown
Resident	
Phone	
Preferred method of contact*	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Post
Age	<input type="checkbox"/> Under 18 <input type="checkbox"/> 18-29 <input checked="" type="checkbox"/> 30-39 <input type="checkbox"/> 40-49 <input type="checkbox"/> 50-59 <input type="checkbox"/> 60 years or older
Please tick your connection(s) to Island Bay	<input type="checkbox"/> Resident <input checked="" type="checkbox"/> Regular visitor <input type="checkbox"/> Occasional visitor <input checked="" type="checkbox"/> Local business owner <input checked="" type="checkbox"/> Other CHURCHILL ARTSCHOOL

Section 2

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Option A - roadside cycle lane - original layout with enhancements



Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Option B - one-way separated kerbside cycleway - road level - current layout with enhancements



Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Option C - one-way separated kerbside cycleway - above road level



Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Option D - one-way separated kerbside cycleway - above road level, with angle parking



Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

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.

OPTION E.

- 1) RESEAL PARADE
- 2) MOVE BUS STOPS BACK TO WHERE THEY WERE.
- 3) PUT UNMARK CAR PARKING BACK AGAINST KERBS
- 4) CLEARLY PAINT ROADSIDE CYCLEWAY AND INCREASE WIDTH OF CYCLEWAY BY 0.5 METRES
- 5) RETAIN ALL CARPARKS AND SHARED SPACE.
- 6) RETAIN CROSSINGS ON PARADE.
- 7) REDUCE SPEED LIMIT ALONG PARADE.
- 8) PRICE TO BE NO MORE THAN \$750,000.

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Wellington City Council**

Me Heke Ki Pōneke



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Island Bay Cycleway (114)
PO Box 2199
Wellington 6140

Love the Bay - Delivering on the Cycleway

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

2586

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Section 1 - Submitter details (fields marked * are mandatory)

First Name	
Organisation	Island Bay
Residential	
Phone	
Preferred method of contact*	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Post
Age	<input type="checkbox"/> Under 18 <input type="checkbox"/> 18-29 <input type="checkbox"/> 30-39 <input checked="" type="checkbox"/> 40-49 <input type="checkbox"/> 50-59 <input type="checkbox"/> 60 years or older
Please tick your connection(s) to Island Bay	
<input checked="" type="checkbox"/> Resident <input type="checkbox"/> Regular visitor <input type="checkbox"/> Occasional visitor <input type="checkbox"/> Local business owner <input type="checkbox"/> Other _____	

Section 2

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Option A - roadside cycle lane - original layout with enhancements

Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Option B - one-way separated kerbside cycleway - road level - current layout with enhancements

Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Option C - one-way separated kerbside cycleway - above road level

Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Option D - one-way separated kerbside cycleway - above road level, with angle parking

Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Option E - Back to original.
change back to exactly as it was

Continued over page

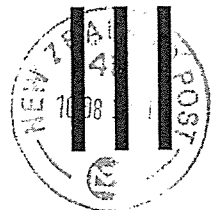
2. To help us understand your choice, please provide more information about why you selected your preferred option, and/or declined others if desired. Alternatively, if you prefer an amended option, please describe it here.

[Empty response box]

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Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Free



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Island Bay Cycleway (114)
PO Box 2199
Wellington 6140

Love the Bay - Delivering on the Cycleway

Absolutely Positively
Wellington City Council
Me Hono i Pōneke

P5587

Submission Form

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Section 1 - Submitter details (fields marked * are mandatory)

First Name*	
Organisation	Island Bay
Residential Add	
Phone	
Preferred method of contact* <input type="checkbox"/> Email <input checked="" type="checkbox"/> Post	
Age <input type="checkbox"/> Under 18 <input type="checkbox"/> 18-29 <input type="checkbox"/> 30-39 <input type="checkbox"/> 40-49 <input type="checkbox"/> 50-59 <input checked="" type="checkbox"/> 60 years or older	
Please tick your connection(s) to Island Bay	
<input checked="" type="checkbox"/> Resident <input type="checkbox"/> Regular visitor <input type="checkbox"/> Occasional visitor <input type="checkbox"/> Local business owner <input type="checkbox"/> Other _____	

Section 2

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Option A - roadside cycle lane - original layout with enhancements



Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Option B - one-way separated kerbside cycleway - road level - current layout with enhancements



Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Option C - one-way separated kerbside cycleway - above road level



Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Option D - one-way separated kerbside cycleway - above road level, with angle parking



Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

✓ OPTION (E)

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.

OPTION (E)
IBRA

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Wellington City Council
Me Heke Ki Pōneke

410-19 10 AUG 17 CARRIED BY NEW ZEALAND POST <<<

>>> GOT A QUESTION? VISIT WWW.NZPOST.CO.NZ/HELP <<<

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27

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Island Bay Cycleway (114)
PO Box 2199
Wellington 6140

PRIVATE BOXES
12 AUG 2017
WELLINGTON
New Zealand Post

Love the Bay - Delivering on the Cycleway

Absolutely Positively
Wellington City Council
Me Hoko e Te Pūnaha

P588

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Section 1 - Submitter details (fields marked * are mandatory)

First Name*	
Organisation	Island Bay
Residential Address	
Phone	
Preferred method of contact* <input type="checkbox"/> Email <input checked="" type="checkbox"/> Post	
Age <input type="checkbox"/> Under 18 <input type="checkbox"/> 18-29 <input type="checkbox"/> 30-39 <input type="checkbox"/> 40-49 <input type="checkbox"/> 50-59 <input checked="" type="checkbox"/> 60 years or older	
Please tick your connection(s) to Island Bay	
<input checked="" type="checkbox"/> Resident <input type="checkbox"/> Regular visitor <input type="checkbox"/> Occasional visitor <input type="checkbox"/> Local business owner <input type="checkbox"/> Other _____	

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Option C - one-way separated kerbside cycleway - above road level

Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Option D - one-way separated kerbside cycleway - above road level, with angle parking

Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Continued over page

P.T.O.

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.

OPTION E. I/B/R/A.

RETURN PARADE TO ORIGINAL LAYOUT.

1004025

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**Absolutely Positively
Wellington City Council**

Me Heke Ki Pōneke

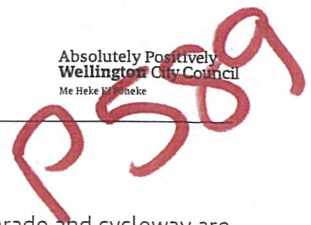
410-19 10 AUG 17 CARRIED BY NEW ZEALAND POST <<

>>> GOT A QUESTION? VISIT WWW.NZPOST.CO.NZ/HELP <<



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PO Box 2199
Wellington 6140

Love the Bay - Delivering on the Cycleway



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Section 1 - Submitter details (fields marked * are mandatory)

First Name

Organisation

Residential

Phone

Island Bay

Preferred method of contact* Email Post

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

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Refer to the accompanying document or wcc.govt.nz/theparade for images and further details about each option.

Option A - roadside cycle lane - original layout with enhancements



Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Option B - one-way separated kerbside cycleway - road level - current layout with enhancements



Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Option C - one-way separated kerbside cycleway - above road level



Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Option D - one-way separated kerbside cycleway - above road level, with angle parking



Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Continued over page

option A (Residential) + Existing layout of Business Zone would be my preference.

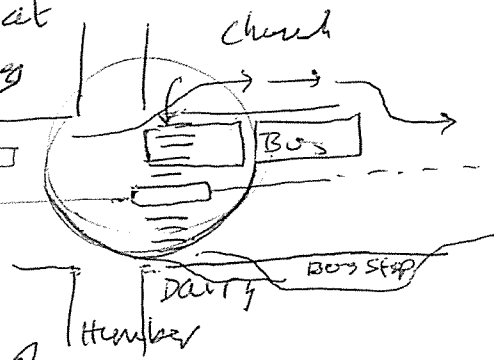
2. To help us understand your choice, please provide more information about why you selected your preferred option, and/or declined others if desired. Alternatively, if you prefer an amended option, please describe it here.

I think it is a real shame to lose ~~at~~ the parks in the business zone presumably by retaining the ^{existing} layout in the business zone would have an effect of slowing traffic down - which is a good thing about the existing business zone layout.

In option A it seems like the removal of 40 spaces is a bit OTT but I guess most properties do have off street parking anyway.

There are 2 big problems with the current treatment - particularly around bus stops - on the southbound side - when I step off the bus at Humber on my way home I've had a few near misses.

The complicated and crowded layout when more than one bus is at the stop makes crossing the road a hazardous thing to do. Like the junction at Mersey it's all a bit confusing - feels like the crossing was put in as an afterthought.



I would hope that the road surface would be re-sealed - the worst part of it all is that there are loads of "ghost markings".

The main issue I have is that it is ridiculous for us to be considering spending another 5 or 6 million dollars.

I think losing the wide pavements in the business zone is a shame they are a great amenity and nice public spaces - the cyclists are ok to mix with the traffic.

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Love the Bay - Delivering on the Cycleway

PS90

Submission Form

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Section 1 - Submitter details (fields marked * are mandatory)

First Name*	
Organisator	Island Bay
Residential /	
Phone	
Preferred method of contact* <input type="checkbox"/> Email <input checked="" type="checkbox"/> Post	
Age <input type="checkbox"/> Under 18 <input type="checkbox"/> 18-29 <input type="checkbox"/> 30-39 <input type="checkbox"/> 40-49 <input type="checkbox"/> 50-59 <input checked="" type="checkbox"/> 60 years or older	
Please tick your connection(s) to Island Bay	
<input checked="" type="checkbox"/> Resident <input type="checkbox"/> Regular visitor <input type="checkbox"/> Occasional visitor <input type="checkbox"/> Local business owner <input type="checkbox"/> Other _____	

Section 2

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Option A - roadside cycle lane - original layout with enhancements



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Option B - one-way separated kerbside cycleway - road level - current layout with enhancements



Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Option C - one-way separated kerbside cycleway - above road level



Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Option D - one-way separated kerbside cycleway - above road level, with angle parking



Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

E OPTION (E) ISLAND BAY
RESIDENT ASSOCIATION

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.

BACK THE WAY IT WAS IT IS DANGEROUS
THE WAY IT IS .



1004025

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PSA1

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Section 1 - Submitter details (fields marked * are mandatory)

First Name*

Organisator

Residential /

Phone

Island Bay

Preferred method of contact* Email Post

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

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Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

option E.

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.

Option E. IBRA

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First Name*
Organisation <i>Island Bay</i>
Residential A
Phone
Preferred method of contact* <input checked="" type="checkbox"/> Email <input type="checkbox"/> Post
Age <input type="checkbox"/> Under 18 <input type="checkbox"/> 18-29 <input type="checkbox"/> 30-39 <input type="checkbox"/> 40-49 <input type="checkbox"/> 50-59 <input checked="" type="checkbox"/> 60 years or older
Please tick your connection(s) to Island Bay <input checked="" type="checkbox"/> Resident <input type="checkbox"/> Regular visitor <input type="checkbox"/> Occasional visitor <input type="checkbox"/> Local business owner <input type="checkbox"/> Other _____

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Option A - roadside cycle lane - original layout with enhancements



Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

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Option D - one-way separated kerbside cycleway - above road level, with angle parking



Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

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.

[Empty response box]

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P593

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First Name	
Organisat	Island Bay
Resident	
Phone	
Preferred method of contact*	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Post
Age	<input type="checkbox"/> Under 18 <input type="checkbox"/> 18-29 <input type="checkbox"/> 30-39 <input type="checkbox"/> 40-49 <input checked="" type="checkbox"/> 50-59 <input type="checkbox"/> 60 years or older
Please tick your connection(s) to Island Bay	
<input checked="" type="checkbox"/> Resident <input type="checkbox"/> Regular visitor <input type="checkbox"/> Occasional visitor <input type="checkbox"/> Local business owner <input type="checkbox"/> Other _____	

REMOVED
(DUPLICATE)

Section 2

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Option A - roadside cycle lane - original layout with enhancements

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Option B - one-way separated kerbside cycleway - road level - current layout with enhancements

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Option C - one-way separated kerbside cycleway - above road level

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Option D - one-way separated kerbside cycleway - above road level, with angle parking

Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Option E - Back to original Road Continued over page
change back to exactly as it was

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.

Empty response box for providing feedback or comments.

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Wellington City Council**

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Wellington City Council
101 Wakefield Street

P594

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Section 1 - Submitter details (fields marked * are mandatory)

First Name*	_____
Organisation	<i>Berhampore</i>
Residential	_____
Phone	_____
Preferred method of contact* <input type="checkbox"/> Email <input checked="" type="checkbox"/> Post	
Age <input type="checkbox"/> Under 18 <input type="checkbox"/> 18-29 <input type="checkbox"/> 30-39 <input checked="" type="checkbox"/> 40-49 <input type="checkbox"/> 50-59 <input type="checkbox"/> 60 years or older	
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Option D - one-way separated kerbside cycleway - above road level, with angle parking

Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

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.

Option 5 None of your 4 wanted.
I would like to see our parade Back as it used to be, where people can get out of cars and buses safely and not be in the middle of the road to get mowed down. Access to medical and shops & have parks for our car close as not everyone can walk for miles. A lot of elderly live here and little children.
Put my money to necessary things like drainage and water updated, not trees that have leaves and roots to block & wreck out foot paths, gutters and drains.

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Wellington City Council**

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Love the Bay - Delivering on the Cycleway

PS95

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Section 1 - Submitter details (fields marked * are mandatory)

First Name*	
Organisation	Island Bay
Residential Address	
Phone	
Preferred method of contact*	<input checked="" type="checkbox"/> Email <input type="checkbox"/> Post
Age	<input type="checkbox"/> Under 18 <input type="checkbox"/> 18-29 <input type="checkbox"/> 30-39 <input checked="" type="checkbox"/> 40-49 <input type="checkbox"/> 50-59 <input checked="" type="checkbox"/> 60 years or older
Please tick your connection(s) to Island Bay	
<input checked="" type="checkbox"/> Resident <input type="checkbox"/> Regular visitor <input type="checkbox"/> Occasional visitor <input type="checkbox"/> Local business owner <input type="checkbox"/> Other _____	

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Option A - roadside cycle lane - original layout with enhancements

Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Option B - one-way separated kerbside cycleway - road level - current layout with enhancements

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Option C - one-way separated kerbside cycleway - above road level

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Option D - one-way separated kerbside cycleway - above road level, with angle parking

Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

Continued over page

P T O

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.

Option E. I/B/R/A.

Return Parade to original layout

1004025

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Section 1 - Submitter details (fields marked * are mandatory)

First Name	
Organisat	<i>houghton Bay</i>
Residenti:	
Phone	
Preferred method of contact* <input type="checkbox"/> Email <input checked="" type="checkbox"/> Post	
Age <input type="checkbox"/> Under 18 <input type="checkbox"/> 18-29 <input checked="" type="checkbox"/> 30-39 <input type="checkbox"/> 40-49 <input type="checkbox"/> 50-59 <input type="checkbox"/> 60 years or older	
Please tick your connection(s) to Island Bay	
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Option D - one-way separated kerbside cycleway - above road level, with angle parking

Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

option E - The Residents Association and Business Rep Proposal.

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.

would like it returned to the way it was before with no removal of car parks.

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Wellington City Council**

Me Heke Ki Pōneke

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P 597

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Section 1 - Submitter details (fields marked * are mandatory)

First Name*

Organisation

Island Bay

Residential Address

Phone

Preferred method of contact Email Post

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

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Tick if this is your preferred option OR indicate your rank from 1 to 4 if you want to show your preference for more than one option.

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.

OPTION E ISLAND BAY, RESIDENT ASSOCIATION.

I PREFER THE PARADE TO BE RESTORED TO ITS ORIGINAL LAYOUT.

- 1/ THE PRESENT CYCLEWAY IS UNSAFE FOR ADULTS AND CHILDREN ALIGHTING FROM CARS TO FOOT-PATH OR REMOVING ITEMS FROM BOOT.
- 2/ CYCLEWAY BEHIND BUSSTOP IS ALSO DANGEROUS FOR PEDESTRIANS CATCHING BUSES.
- 3/ I HAVE SEEN PEOPLE TRIP OVER THE HUMPS WHILE CROSSING FROM THE INVALID CAR PARK TO THE CHEMIST, THEY SHOULD BE REMOVED.

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Wellington City Council
Me Heke Ki Pōneke

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