



Thorndon Quay parking changes

All submissions report

11 May - 8 June 2021

SUBMISSION NUMBER	NAME	SUBURB	ON BEHALF OF	PAGE
1	Kelly	Thorndon	Individual	1
2	Nicolas Sabourin	Wadestown	Individual	2
3	Gavin Russell	Khandallah	Individual	3
4	Cheri	Other - Porirua	Individual	4
5	Leigh Burney	Khandallah	Individual	5
6	Athul Harris	Other - Upper Hutt	Individual	6
7	Gretchen Craig	Other - Lower Hutt	Individual	7
8	MAURIZIO	.	Individual	8
9	Darko Petrovic	Berhampore	Individual	9
10	Peter Steven	Highbury	Individual	10
11	Tui McInnes	Ngaio	Individual	11
12	Liam	Wadestown	Individual	12
13	Jithen Singh	Woodridge	Individual	13
14	Fox	Other - outside the Wellington region	Individual	14
15	Michael McKay	Khandallah	Individual	15
16	Matthew	Mount Cook	Individual	16
17	Annie MacDonald	Southgate	Individual	17
18	Matt Drake	Other - Lower Hutt	Individual	18
19	Finnigan Illsley-Kemp	Wadestown	Individual	19
20	Alex	Te Aro	Individual	20
21	Ryan	Newlands	Individual	21
22	Dean Friedman	Lyall Bay	Individual	22
23	DAVID LIM	Other - Porirua	Cokids	23
24	Alex Korban	Other - Porirua	Individual	24
25	Tristan Lewis	Hataitai	Individual	25
26	Floyd Chaz Norman	Churton Park	Individual	26
27	Zoe	Karori	Individual	27
28	Bruce	Ngaio	Individual	28
29	Andy Macoy	Churton Park	Individual	29
30	Carol Weston	Wadestown	Individual	30
31	Bryce	Newlands	Individual	31
32	Chris Hunter	Tawa	Individual	32
33	Kate	Other - Porirua	Individual	33
34	Michael Archer	Aro Valley	Individual	34
35	Geoff Thornburrow	Ngaio	Individual	35
36	Cathy Adank	Kingston	Individual	36

37	Celene Aitchison	Thorndon	Individual	37
38	Grant Holloway	Aro Valley	Individual	38
39	Jez Weston	Brooklyn	Individual	39
40	Mark Montgomerie	Pipitea	Individual	40
41	David	Brooklyn	Individual	41
42	Richard Barrett	Broadmeadows	Individual	42
43	Kyle H	Khandallah	Individual	43
44	Hayley Horne	Newtown	Individual	44
45	Karen Jones	Brooklyn	Individual	45
46	Kate Clarke	.	Individual	46
47	Andrew Evans	Ngaio	Individual	47
48	Stephen Piper	Island Bay	Individual	48
49	Derek Williams	Thorndon	Individual	49
50	Josh Thompson	Other - outside the Wellington region	Individual	50
51	Tony Mangels	Tawa	Individual	51
52	Al	Other - Lower Hutt	Individual	52
53	Glen	Hataitai	Individual	53
54	Peter Bellam	Island Bay	Individual	54
55	Justin Broom	Wilton	Individual	55
56	Melanie Russell	Other - Lower Hutt	Individual	56
57	Harshit	Thorndon	Individual	57
58	Dillon George	Mount Cook	Individual	58
59	MR	Other - outside the Wellington region	Individual	59
60	Shane Sinclair	Wellington Central	Individual	60
61	Marianne Elliott	Brooklyn	Individual	61
62	Geoff Nicholls	Brooklyn	Individual	62
63	Kelly Kingham	Other - Lower Hutt	Individual	63
64	Robin Klitscher	Karori	Individual	64
65	Mark Cubey	Mount Victoria	Individual	65
66	Phil O'Reilly	Mount Cook	Individual	66
67	Rosy Fenwicke	Other - Wairapa	Individual	67
68	Marc Hill	Island Bay	Individual	68
69	clark mathews	Wadestown	Individual	69
70	Mike O'Neil	Other - Lower Hutt	Individual	70
71	Ina Werner	.	Individual	71
72	Nigel Ramsay	Northland	Individual	72
73	Roland Sapsford	Aro Valley	Individual	73

74	Na	Island Bay	Individual	74
75	Kerry Wood	Ngaio	Individual	75
76	Ella	Te Aro	Individual	76
77	Kerry Wood	Khandallah	Individual	77
78	Chris Fry	Hataitai	Individual	78
79	Darryn Doriguzzi	Newtown	Individual	79
80	Renee	.	Individual	80
81	Ingo Schommer	Kingston	Individual	81
82	J McGee	Thorndon	Individual	82
83	Sam	Newlands	Individual	83
84	Stephen Thomson	Khandallah	Individual	84
85	Pam	Other - Lower Hutt	Individual	85
86	Kurt	Ngaio	Individual	86
87	Deb	Khandallah	Individual	87
88	Jonathan Ramsay	Mornington	Individual	88
89	Cathy	Te Aro	Individual	89
90	Shane munn	Churton Park	Individual	90
91	Ben Ormsby	Other - Kapiti Coast	Individual	91
92	Thomas Dwan	Thorndon	Individual	92
93	Daniel	Island Bay	Individual	93
94	Hugo Van Dyke	Mount Victoria	Individual	94
95	terry peters	.	.	95
96	Sam Crawley	Ngaio	Individual	96
97	Brittany Challis	Ngaio	Individual	97
98	Marieka Curley	Mount Victoria	Individual	98
99	Neil Dixon	Hataitai	Individual	99
100	Dave	Other - Lower Hutt	Individual	100
101	Michael Lowe	Other - outside the Wellington region	Urban design consultant	101
102	Stacey Pilcher	Strathmore Park	Individual	102
103	none of your business	.	Individual	103
104	Luke Hiscox	Mount Victoria	Individual	104
105	Leigh	Khandallah	Individual	105
106	Anne Paton	Khandallah	Individual	106
107	Wilson	Other - Porirua	Individual	107
108	I	Te Aro	Individual	108
109	Gajan Shivanandan	Ngaio	Individual	109
110	Chris Osborn	Other - Lower Hutt	Individual	110
111	Liam Walsh	Mount Victoria	Individual	111

112	Karl Loots	Khandallah	Individual	112
113	Mark Wallace	Other - Lower Hutt	Individual	113
114	Nico	Crofton Downs	Individual	114
115	Kathrin Strati	Mount Victoria	Individual	115
116	Chris Turnbull	Island Bay	Individual	116
117	Gareth Hodkinson	Other - Lower Hutt	Individual	117
118	Jenny R	Khandallah	Individual	118
119	Scott Bougen	Kaiwharawhara	Individual	119
120	Paul Teesdale-Spittle	Ngaio	Individual	120
121	Matthew Isaac	Churton Park	Individual	121
123	Rod Badcock	Other - Lower Hutt	Individual	122
124	Peter Mora	Mount Cook	Individual	123
125	Zac	Seatoun	Individual	124
126	Ged	Other - Porirua	Individual	125
127	Mark Godfrey	Other - Lower Hutt	Individual	126
128	Saskia Holditch	Other - Lower Hutt	Individual	127
129	Karl Hewlett	Wilton	Individual	128
130	L	.	Individual	129
131	Iain McDonald	.	Individual	130
132	Edmund Barton	Aro Valley	Individual	131
133	Andy Crosland	Kaiwharawhara	Individual	132
134	Benjamin Kearns	Johnsonville	Individual	133
135	Aileen	Other - Lower Hutt	Individual	134
136	Jennifer Stephen	.	Individual	135
137	Georgia	Other - Porirua	Individual	136
138	Michelle Isaac	Churton Park	Individual	137
139	Hamish Smith	Karori	Individual	138
140	Rachel Wilcox	Kingston	Individual	139
141	pan matsis	Ngaio	Individual	140
142	Peggy Pan	Ngaio	Individual	141
143	Paul Spark	Other - Porirua	Individual	142
144	Pauline Howe	Other - Lower Hutt	Individual	143
145	Lee Biddle	Other - Lower Hutt	Individual	144
146	Arthur Barlow	Johnsonville	Individual	145
147	Adam Atmore	Mount Victoria	Individual	146
148	Andrew Buckley	Hataitai	Individual	147
149	Vanessa Turner	Other - Porirua	Individual	148
150	Mary	Ngaio	Individual	149

151	Chandoo	Churton Park	Individual	150
152	Michael Brook	Seatoun	Individual	151
153	marcus mcshane	Houghton Bay	Individual	152
154	Ellie	Khandallah	Individual	153
155	Chris Searle	Johnsonville	Individual	154
156	Jack Elder	Khandallah	Individual	155
157	Dan	Thorndon	Individual	156
158	Peter Woods	Ngaio	Individual	157
159	Matthew Leahy	Churton Park	Individual	158
161	Allen	Other - Lower Hutt	Individual	159
162	Chevelle Ataera	Pipitea	Individual	160
163	Andrew Haddleton	Roseneath	Individual	161
164	Micah Rickards	Southgate	Individual	162
165	David Fa'atafa	Other - Porirua	Individual	163
166	Greg Cobb	Karori	Thondon 2005 Limited	164
167	Tracy Hinton	Other - Lower Hutt	Individual	165
168	Reid Wicks	Northland	Individual	166
169	Jess Mazengarb	.	Individual	167
170	Emma O'Connell	Brooklyn	Individual	168
171	Roger Dungan	Other - Lower Hutt	Individual	169
172	Luke Dodd	Hataitai	Individual	170
173	Simon Randall	Lyall Bay	Individual	171
174	DAVE GIBSON	Southgate	Individual	172
175	Not happy to display this	Churton Park	Individual	173
176	Shannon	Berhampore	Individual	174
177	Samuel	Mount Cook	Individual	175
178	Liz	Kingston	Individual	176
179	Tiara Thorby	Newtown	Individual	177
180	Mark Solly	Karori	Individual	178
181	Justin Wood	Thorndon	Individual	179
182	Celia	Brooklyn	Individual	180
183	Katie Laidlaw	Khandallah	Individual	181
184	Richard Janes	Thorndon	Individual	182
185	Ryan Hooper-Smith	Wellington Central	Individual	183
186	Peter Webb	Thorndon	Individual	184
187	Jennie Henton	.	Individual	185
188	Tony Barnes	Thorndon	Individual	186
189	Do not wish to give	.	Individual	187

190	T Peters	Woodridge	.	188
191	Janet	Island Bay	Individual	189
192	Libby C	Melrose	Individual	190
193	Catherine Reisima	Maupuia	Individual	191
194	Jenny Fenwick	Hataitai	Individual	192
195	Flavia Figueiredo Machado	Island Bay	Individual	193
196	Alison Shakespeare	Paparangi	Individual	194
197	Chris	Tawa	Individual	195
198	Vivianne Moretto	Ngaio	Individual	196
199	Neil Plimmer	Kelburn	Individual	197
200	Kylie Miller	.	Individual	198
201	Antony Paltridge	Wellington Central	Individual	199
202	Igor Albornett	Karori	Individual	200
203	Anastasia George	Miramar	Individual	201
204	Tony	Other - outside the Wellington region	Individual	202
205	Isabella Crawford	Pipitea	Individual	203
206	James Norman	Te Aro	Individual	204
207	robert	Other - Upper Hutt	Individual	205
208	Elizabeth Charlton	Other - Porirua	Individual	206
209	Duane wilkins	.	Individual	207
210	Vivienne	Thorndon	Individual	208
211	Claire	Other - Lower Hutt	Individual	209
212	Oscar Damerham	Mount Victoria	Individual	210
213	Josh Bathgate	.	Individual	211
214	Fraser Seifert	.	Individual	212
215	Nathan Rose	Other - outside the Wellington region	Individual	213
216	Simon Louisson	Seatoun	Individual	214
217	Iain McCarter	Thorndon	Individual	215
218	dave smith	Northland	Individual	216
219	Anna Barnes	Tawa	Individual	217
220	David Lloyd	Khandallah	Individual	218
221	Warren Tocker	Oriental Bay	Individual	219
222	Margaret McLachlan	Khandallah	Individual	220
223	Leona Irsevic	Other - outside the Wellington region	Individual	221

224	Rebecca Bjarnesen	Other - Porirua	Individual	222
225	Michael Ellis	Other - Lower Hutt	Individual	223
226	Speak Labs	Churton Park	Individual	224
227	Rahul Bagdadi	Woodridge	Individual	225
228	Aaron	Roseneath	Individual	226
229	Tina Groark	Miramar	Individual	227
230	Polly Atkins	Khandallah	Individual	228
231	Campbell Clark	Ngaio	Individual	229
232	Sean Nicolle	Tawa	Individual	230
233	Rhys	Woodridge	Individual	231
234	mike	Wellington Central	Individual	232
235	Chris	Khandallah	Individual	233
236	Richard Lardner	Karori	Individual	234
237	Antoine ZIMERMANN	Te Aro	Individual	235
238	Lingxian Kong	Other - Porirua	Individual	236
239	Daniil M.	.	Individual	237
240	Akane Sandom	Ngaio	Individual	238
241	Tania McMurtrie	Other - Lower Hutt	Individual	239
242	Steve	Ngaio	Individual	240
243	Tony	Paparangi	Individual	241
244	Roanna van der Krogt	Ngaio	Individual	242
245	Matthew Molloy	Khandallah	Individual	243
246	Barbara wheeler	.	Individual	244
247	Andrew	Other - Lower Hutt	Individual	245
248	Dean Riley	Other - Lower Hutt	Individual	246
249	Craig MacRae	Johnsonville	Individual	247
250	Nick Baty	Northland	Individual	248
251	Garath	Johnsonville	Individual	249
252	Karen	Khandallah	Individual	250
253	Charlotte Delahunty	Wadestown	Individual	251
254	Richele	Karori	Individual	252
255	Robert Ashe	Other - Lower Hutt	Individual	253
257	Tanya Allen	Other - Lower Hutt	Individual	254
258	Letitia Harding	Seatoun	Letitia Harding - Chief Executive	255
259	David Barclay	Island Bay	Individual	256

260	Eric Lin	Khandallah	Individual	257
261	Ken	Churton Park	Individual	258
262	mits chohan	Khandallah	Individual	259
263	Bruce Carey	Khandallah	Individual	260
264	Samantha Piper	Mount Victoria	Individual	261
265	Dunia Cullingford	Miramar	Individual	262
266	Jonny Flutey	Other - Upper Hutt	Individual	263
267	Cecilia Wong	Johnsonville	Individual	264
268	Kellie-Jane Pritchard	Ngaio	Individual	265
269	Chris McCashin	.	Individual	266
270	Melissa Harward	Berhampore	Individual	267
271	Abbie Pallesen	Woodridge	Co Kids Thorndon	268
272	Sophie	Berhampore	Individual	269
273	Graeme Lyon	Other - Lower Hutt	Individual	270
274	Felix Marwick	Karori	Individual	271
275	K G	Khandallah	Individual	272
276	Kim Clayton	Other - Lower Hutt	Individual	273
277	Nick Wood	Khandallah	Individual	274
278	Helen Law	Johnsonville	Individual	275
279	Brian Johnston	Crofton Downs	Individual	276
280	Andrew Southerton	Johnsonville	Individual	277
281	Jake davis	Broadmeadows	Individual	278
282	Paul	Wilton	Individual	279
283	Leonie Mercer	Khandallah	Individual	280
284	John Randal	Karori	Individual	281
285	Wayne stevens	Ngaio	Individual	282
286	Angela	Tawa	Individual	283
287	Nic vipond	Other - Lower Hutt	Individual	284
288	Brendhan	Mount Cook	Individual	285
289	Annemieke Kwaijtaal	Seatoun	Individual	286
290	Paul Hamlyn	Other - Lower Hutt	Individual	287
291	Courtney	Khandallah	Individual	288
292	Peter Spencer	Wadestown	Individual	289
293	Jo Clendon	Other - Lower Hutt	Individual	290
294	Russell Tregonning	Seatoun	Individual	291
295	Robbie	Other - Lower Hutt	Individual	292

296	Ashleigh Barber	Wadestown	Individual	293
297	Justin Eldering	Other - Upper Hutt	Individual	294
298	Chris Birkinshaw	Thorndon	Individual	295
299	Sharyn Steel	Lyall Bay	Individual	296
300	P W Morrison	Other - Lower Hutt	Individual	297
301	Mark Higham	Brooklyn	Individual	298
302	Amanda	Other - Lower Hutt	Individual	299
303	Lia Furst	Johnsonville	Individual	300
304	Serena Chui	Wadestown	Individual	301
305	Terry	Churton Park	Individual	302
306	dan	Aro Valley	Individual	303
307	Luke Turner	Wellington Central	Individual	304
308	Jacqui Rennie	Broadmeadows	Individual	305
309	Haydn Virtue	Johnsonville	Individual	306
310	D Cochrane	Khandallah	Individual	307
311	Alan Ritchie	Pipitea	Individual	308
312	Tim Hope	Mount Cook	Individual	309
313	Chris Peddie-Burch	Other - Lower Hutt	Individual	310
314	Connor	Mount Cook	Individual	311
315	Brian Jameson	Wadestown	Individual	312
316	Matthew Woodbury	Mount Victoria	Individual	313
317	Phillip Melville	Thorndon	Individual	314
318	Sarah Bogle	Mount Cook	Individual	315
319	Amy Auld	Te Aro	Individual	316
320	Cat Weich	Johnsonville	Individual	317
321	Louise	Tawa	Individual	318
322	Elizabeth	Thorndon	Individual	319
323	Julienne McRae	Newlands	Individual	320
324	Faline Drummond	Wadestown	Individual	321
325	anni	Karori	Individual	322
326	Andrew Brown	Khandallah	Individual	323
327	Camilla Anderlini	Mount Cook	Individual	324
328	Hazel Leader	Vogeltown	Individual	325
329	Nigel Kearney	Newlands	Individual	326
330	Gerrard Smith	Ngaio	Individual	327
331	Erin Bennett	Johnsonville	Individual	328
332	Meg	Mount Victoria	Individual	329
333	Nicole	Te Aro	Individual	330
334	Nick Cooper	Strathmore Park	Individual	331

335	Kirstan O'Donoghue	Newlands	Individual	332
336	Teresa Maguire	Hataitai	Individual	333
337	Jason Bragg	Island Bay	Individual	334
338	Export Plus Ltd	Thorndon	Export Plus Ltd	335
339	Mike Vincent	Other - Porirua	Individual	336
340	Ric van Weede	Khandallah	Individual	337
341	Anneliese White	Paparangi	Individual	338
342	Dougal Hamilton	Ngaio	Individual	339
343	Michael Burrowes	Hataitai	Individual	340
344	Matt Lamont	Newlands	Individual	341
345	Steven McTainsh	Paparangi	Individual	342
346	Brent Strong	Khandallah	Individual	343
347	Brett Hunt	Island Bay	Individual	344
349	Shaun	Other - Lower Hutt	Individual	345
350	Corey Askwith	Te Aro	Individual	346
351	Sara Chester	Ngaio	Individual	347
352	Megan	Strathmore Park	Individual	348
353	ty	Khandallah	Individual	349
354	Jithen Singh	Woodridge	Individual	350
355	Kate Davidson	Brooklyn	Individual	351
356	Nicholas Bockett	Crofton Downs	Individual	352
357	Sam Somers	Khandallah	Individual	353
358	Alice	Te Aro	Individual	354
359	Paul	Ngaio	Individual	355
360	Liss	Newlands	Individual	356
361	Masaki Manabe	Newlands	Individual	357
362	Steve Rout	Paparangi	Individual	358
363	Dupinder	Woodridge	Individual	359
365	R	Newlands	Individual	360
366	Daniel	Newlands	Individual	361
367	Angela Ward	Newlands	Individual	362
368	Ruth	Johnsonville	Individual	363
369	Alysha	Paparangi	Individual	364
370	Mylène	Paparangi	Individual	365
371	Jason Hackett	Johnsonville	Individual	366
372	Paul Beaumont	Te Aro	Individual	367
373	Don Ryder	Khandallah	Individual	368
374	Fumi Norman	Johnsonville	Individual	369
375	Cynthia Ecclestone	Newlands	Individual	370
376	John Wintringham	Newlands	Individual	371
377	Oughton	Wadestown	Individual	372

378	Hilary	Newlands	Individual	373
379	Barbara Mavor	Khandallah	Individual	374
380	Sarah Philip	Tawa	Individual	375
381	Andrea Holmes	Karori	Individual	376
382	Aaron Houghton	Paparangi	Individual	377
383	Rodney Craig	Churton Park	Individual	378
384	Wendy Daubs	Paparangi	Individual	379
385	Michael Newman	Seatoun	Individual	380
386	Brittany McVeigh	Newlands	Individual	381
387	Steve Kelly	Island Bay	Individual	382
388	AP	Newlands	Individual	383
389	Shannon Thomason-Tata	Other - Upper Hutt	Individual	384
390	Quintin Moolman	Johnsonville	Individual	385
391	Hayley Moolman	Johnsonville	Individual	386
392	Toni	Woodridge	Individual	387
393	Ryan Rodger	Paparangi	Individual	388
394	Jeff Page	Other - Lower Hutt	Individual	389
395	Jessica	Khandallah	Individual	390
396	Anna Kananghinis	Khandallah	Individual	391
397	Matt Jones	Newlands	Individual	392
398	Tricia jennings	Tawa	Individual	393
399	Charlotte Pottinger	Newlands	Individual	394
400	M Ragg	Newlands	Individual	395
401	Mon Cameron	Thorndon	Individual	396
402	Simon	Other - Upper Hutt	Individual	397
403	Ruth loveridge	Miramar	Individual	398
404	Debbie Williams	Newlands	Individual	399
405	Billy Rodenburg	Ngaio	Individual	400
406	Aria	Te Aro	Individual	401
407	Malcolm McAlister	Karori	Individual	402
408	Jack Butler	Newlands	Individual	403
409	Emma Tonks	Tawa	Individual	404
410	Greg Binning	Ngaio	Individual	405
411	Roselle	Churton Park	Individual	406
412	Isaac	Brooklyn	Individual	407
413	Caitlin	Thorndon	Individual	408
414	Georgia Cottrell	Karori	Individual	409
415	David Cook	.	Individual	410
416	C Haronga	Wilton	Individual	411

417	Dale Warburton	Other - Lower Hutt	Individual	412
418	C J Cleary	Other - Porirua	Individual	413
419	Amelia Stuart	Kelburn	Individual	414
420	Dave	Khandallah	Individual	415
421	Saskia Vervoorn	Khandallah	Individual	416
422	Sue Perry	Other - Lower Hutt	Individual	417
423	Jenna Kerswill	Johnsonville	Individual	418
424	Sophie	Island Bay	Individual	419
425	Tyler	Kelburn	Individual	420
426	Mike Tock	Churton Park	Individual	421
427	Chris Lowrie	Northland	Individual	422
428	Georgia	Brooklyn	Individual	423
429	breana bennett	Khandallah	Individual	424
430	Tim Stewart	Thorndon	Individual	425
431	prasanna	Happy Valley	Individual	426
432	Sarah	.	Individual	427
433	Tor	Wadestown	Individual	428
434	Zoe	Other - Porirua	Individual	429
435	Anyone	Karori	Individual	430
436	boris smith	Other - Kapiti Coast	Individual	431
437	Katie	.	Individual	432
438	Matthew Bale	Hataitai	Individual	433
439	Graeme Cosslett	Other - Upper Hutt	Individual	434
440	Patricia	Ngaio	Individual	435
441	Sandy	Kelburn	Individual	436
442	Julieanne	Thorndon	Individual	437
443	Pete	Karori	Individual	438
444	Jessica Macauley	Island Bay	Individual	439
445	Curly	.	Individual	440
446	Sally	Miramar	Individual	441
447	David McNaughtan	Ngaio	Individual	442
448	Mat Hellyer	Tawa	Wellington Regional Stadium Trust	443
449	David Marsh	Mornington	Individual	444
450	James Jackson	Hataitai	Individual	445
451	Ilka	Khandallah	Individual	446
452	Vicki Greco	Island Bay	Individual	447
453	Lein Ton	Other - Lower Hutt	Individual	448
454	Lesley Hooper	Khandallah	Individual	449

455	Jonty	Newlands	Individual	450
456	Odette	Strathmore Park	Individual	451
458	Jeffrey Hazlewood	Other - Porirua	Individual	452
459	Lisa mclaughlin	Other - Porirua	Individual	453
460	Jake hazlewood	Other - Porirua	Individual	454
461	Beth	Brooklyn	Individual	455
462	Suzanne Hazlewood	Other - Porirua	Individual	456
463	Penny McCabe	Khandallah	Individual	457
464	Casey James	Brooklyn	Individual	458
465	Sandra	Seatoun	Individual	459
466	Sarah Novis	Ngaio	Individual	460
467	Monica	Island Bay	Individual	461
468	George Clark	Other - Lower Hutt	Individual	462
469	kamal	Johnsonville	Individual	463
470	Angela Houston	Ngaio	Individual	464
471	katie Little	Johnsonville	Individual	465
472	J Maddock	Houghton Bay	Individual	466
474	Andrew	Other - Lower Hutt	Individual	467
475	Laura	Kingston	Individual	468
477	Jenny Cossey	Strathmore Park	Individual	469
478	James	Other - Upper Hutt	Individual	470
479	Bradley	Te Aro	Individual	471
480	Vanessa Webb	Pipitea	Individual	472
481	Emma Gordon	Newlands	Individual	473
482	Sue Skene	Khandallah	Individual	474
483	Sharon	Khandallah	Individual	475
484	Nathalie Leamy	Newlands	Individual	476
485	Patricia Cooney	.	Individual	477
486	Isabelle Collins	Other - Kapiti Coast	Individual	478
487	Joe Robins	Churton Park	Individual	479
488	Will Carswell	Te Aro	Individual	480
489	Olivia	Other - Lower Hutt	Individual	481
490	Holly Hueston	Other - Lower Hutt	Individual	482
491	Jon Harris	Northland	Individual	483
492	Amit	Paparangi	Individual	484
493	Valerie Arnott	Hataitai	Individual	485
494	Chris Hueston	Other - Lower Hutt	Individual	486

495	Richard Metcalfe	Other - outside the Wellington region	Individual	487
496	Lisa	Other - Lower Hutt	Individual	488
497	Tass Larsen	Northland	Individual	489
498	Philip Reeve	Ngaio	Individual	490
499	Nick P	Northland	Individual	491
500	Kim Vegas	Karori	Individual	492
501	Bailey	Other - Upper Hutt	Individual	493
502	Kate Thomson	Khandallah	Individual	494
503	Ben Taylor	.	Individual	495
504	Robert Cox	Hataitai	Individual	496
505	Glenn Syman	.	Individual	497
506	George cook	Melrose	Individual	498
507	Seth Bocknek	Te Aro	Individual	499
508	Anthony Gordon	Pipitea	Individual	500
509	Richard Smith	Ngaio	Individual	501
510	Anton	Grenada North	Individual	502
511	VE	Other - Porirua	Individual	503
512	Natasha Jennings	Miramar	Individual	504
513	bhawana	Newlands	Individual	505
514	Joanna Macfarlane	Other - Lower Hutt	Individual	506
515	Rocio Monge	Glenside	Individual	507
516	Oliver Robertson	Pipitea	Individual	508
517	Melissa Glynan	Newlands	Individual	509
518	Elliot	Newlands	Individual	510
519	Alex Hart-Smith	Karori	Individual	511
520	Sam Goodwin	Newlands	Individual	512
522	Florence de Roo	Pipitea	Individual	513
523	AJ Gray	.	Individual	514
524	Aidan Boyle	Ngaio	Individual	515
525	Rachael	Horokiwi	Individual	516
526	Bryce Telford	.	Individual	517
527	D. Twomey	.	Individual	518
528	Tim	.	Individual	519
529	Conrad Pearce	Karori	Individual	520
530	Carolyn Barron	Broadmeadows	Individual	521
531	Aygul	Other - Porirua	Individual	522
532	Richard	Newlands	Individual	523
533	Maneesha Cumaranasinghe	Other - Porirua	Individual	524
534	Tony Carter	Khandallah	Individual	525
535	Sheena Thomas	Khandallah	Individual	526

536	Anna	Kelburn	Individual	527
537	Hayden Smith	Kilbirnie	Individual	528
538	Shaun Brennan	Te Aro	Individual	529
539	Vanessa Adams	Pipitea	Individual	530
541	Cathy Woods	.	Individual	531
542	Ben Sherman	Pipitea	Individual	532
543	Patricia & Robin Yarrow	Thorndon	Individual	533
544	Nikki Byron	Other - outside the Wellington region	Individual	534
546	Johan	Te Aro	Individual	535
547	Herb Stevenson	Mount Cook	Individual	536
548	Ross Wilkes	Seatoun	Individual	537
549	Ceecee	Ngaio	Individual	538
550	Michelle Lewis	.	Individual	539
551	Cam Vannisselroy	Te Aro	Individual	540
552	Rowan P Hannah	Glenside	Individual	541
553	Rebecca Small	Wadestown	Individual	542
554	Kevin Wayman	Hataitai	Individual	543
555	Steph Edlin	Brooklyn	Individual	544
557	Kerry Walsh	Churton Park	Individual	545
558	Aidan	Seatoun	Individual	546
559	Brian R	Churton Park	Individual	547
560	Nicholas Cox	Other - Porirua	Individual	548
561	Scott Miller	.	Silvester Clark	549
562	Matthew Browne	Island Bay	Individual	550
563	Barry Green	Wadestown	Individual	551
564	julia	Mount Victoria	Individual	552
565	Karen	Miramar	Individual	553
566	James Francis Mackrell Dunne	Karori	Individual	554
567	Louwrens Viljoen	Johnsonville	Individual	555
568	Penny	Other - Lower Hutt	Individual	556
569	Kayleigh Lewis	Te Aro	Individual	557
570	Ang	Brooklyn	Individual	558
571	Ian Wards	Island Bay	Individual	559
572	S Harris	Ngaio	Individual	560
573	Daniel Hawinkels	Tawa	Individual	561
574	Darien	Pipitea	Individual	562
575	Tanya Radford	Newlands	Individual	563
577	George Serderis	Hataitai	Individual	564
578	Nick Leffler	Aro Valley	Individual	565
579	Alice Hartley	Ngaio	Individual	566

580	Murphy Sciascia	Other - Lower Hutt	Individual	567
581	Greg	Roseneath	Individual	568
582	Brendan	Other - outside the Wellington region	Individual	569
583	Adam Rossiter	Ngaio	Individual	570
584	Sue Patel	Woodridge	Individual	571
585	Sam Foley	Khandallah	Individual	572
586	Ian	Pipitea	Individual	573
587	Grant Uridge	Khandallah	Individual	574
588	Christine	Other - Lower Hutt	Individual	575
589	Bryan Halliday	Thorndon	Individual	576
590	Amar	Hataitai	Individual	577
592	Robbie	Other - Porirua	Individual	578
593	Stephen Hall	Johnsonville	Individual	579
594	John Wright	Other - Kapiti Coast	Organisation (please specify below)	580
595	Robert Laurenson	Tawa	Individual	581
596	Nicola Isaacs	Thorndon	Individual	582
597	Paul Spencer	Broadmeadows	Individual	583
598	Kirsty Smith	Island Bay	Individual	584
599	Matt Ottaway	Wilton	Individual	585
600	Stuart Cowley	Johnsonville	Individual	586
601	Nick	Wadestown	Individual	587
602	Ameka Weston	Hataitai	Individual	588
603	Thomas Bryan	Lyall Bay	Individual	589
604	Sue White	Other - Lower Hutt	Individual	590
605	Annabelle Freestone	Broadmeadows	Individual	591
606	Karen	Island Bay	Individual	592
607	DJ Hunt	Pipitea	Individual	593
608	Morgan	Berhampore	Individual	594
610	Shefali	Churton Park	Individual	595
611	Shane	Newtown	Individual	596
612	Jodie O'Neill	Other - Lower Hutt	Individual	597
613	Bridget Jennings	.	Individual	598
614	ROB VAN DER WAL	Other - Lower Hutt	Individual	599
615	Kevan Scott	Khandallah	Individual	600
616	Marina Adams	Other - Wairapa	Individual	601
617	Robert Lau	Khandallah	Individual	602

618	Ashley Stuart	Newlands	Individual	603
619	Kelvin Wills	Crofton Downs	Individual	604
620	Pauline Brown	Ngaio	Individual	605
621	Shane	Aro Valley	Individual	606
622	Andrew Langton	Other - Lower Hutt	Individual	607
623	Mark	Ngaio	Individual	608
624	Dominic Stroger	Other - Lower Hutt	Individual	609
625	JR Reginaldo	Churton Park	Individual	610
626	Blake	Takapu Valley	Individual	611
627	Sally	Wilton	Individual	612
628	Dave	Karori	Individual	613
629	Scott	Wadestown	Sylvia's Mothers House Limited	614
630	Jen	Melrose	Individual	615
631	Natasha Stillman	Newtown	Individual	616
632	Michael Baughen	Broadmeadows	Individual	617
633	john	Wilton	Individual	618
634	Eteuati Ete	Khandallah	Individual	619
635	Mele Wendt	Khandallah	Individual	620
636	Keith Robertson	Khandallah	Individual	621
637	Mark Coburn	Mount Victoria	Individual	622
638	Bryony Hutcheson	Kilbirnie	Individual	623
639	Destiny Satiu	Karori	Individual	624
640	Annabel Fordham	Khandallah	Individual	625
641	Nil	Johnsonville	Individual	626
642	Hine	Johnsonville	Individual	627
643	Kieran Brown	Ngaio	Individual	628
644	Katja Feldtmann	Newlands	Individual	629
645	Chris	Aro Valley	Individual	630
646	Beverley Dodd	Kingston	Individual	631
647	Selena	Hataitai	Individual	632
648	Kirsten	Roseneath	Individual	633
649	David Koedyk	Johnsonville	Individual	634
650	Joe Purdy	.	Individual	635
651	Clare	Miramar	Individual	636
652	Jonathan Coppard	Te Aro	Individual	637
653	Rebecca	Te Aro	Individual	638
654	Anna	Ngaio	Individual	639
655	Campbell Garrett	Wadestown	Individual	640
656	Stefan	Thorndon	Individual	641
657	Farzad	Mount Victoria	Individual	642

658	Lynette	Wadestown	Individual	643
659	Mike Ellis	Northland	Soundline Audio	644
660	Ben Zwartz	Vogeltown	Individual	645
661	Regan Gibbons	Te Aro	Individual	646
662	Jonathan Addis	Other - outside the Wellington region	Individual	647
663	Mateusz Uzdowski	Karori	Individual	648
664	Janet Rhodes	Other - outside the Wellington region	Individual	649
665	Kirk Burgess	Mount Cook	Individual	650
666	Nicholas Gibb	Ngaio	Individual	651
667	Ed Oosterbaan	Other - Lower Hutt	Individual	652
668	Julianne Leggott	Karori	Individual	653
669	Kate	Wilton	Individual	654
670	Richard Clemo	Island Bay	Individual	655
671	Rick Manley	Johnsonville	Individual	656
672	Cheryl Robilliard	Newtown	Individual	657
673	Christopher Laurie Wong	Te Aro	Individual	658
674	Mike Henderson	Other - Lower Hutt	Individual	659
675	Hamish	Island Bay	Individual	660
676	Mike Simpson	Strathmore Park	Individual	661
677	Dr Marion Leighton	Newtown	Doctors for Active, Safe Transport	662
678	Natalie Crane	Vogeltown	Individual	663
679	Stephanie Dow	Other - Porirua	Individual	664
680	Gareth	Newtown	Individual	665
681	Simon J Shaw	Other - Lower Hutt	Individual	666
682	Andrew Dinsdale	Wellington Central	Individual	667
683	Cameron Brown	Newtown	Individual	668
684	Leen	Other - Porirua	Individual	669
685	Ross	Ngaio	Individual	670
686	Andy davies	Hataitai	Individual	671
687	Andrew Carman	Brooklyn	Individual	672
688	aidy J sanders	.	Individual	673
689	Alistair Crossling	Wilton	Individual	674
691	Hilary Lam	Other - Lower Hutt	Individual	675
692	Corinne RIVOALLAN	Wadestown	Individual	676

693	Moses Williams	Berhampore	Individual	677
694	Rory	Te Aro	Individual	678
695	Alex Litherland	Mount Victoria	Individual	679
696	Stacy	Kaiwharawhara	Individual	680
697	Jackson Reilly	Other - Lower Hutt	Individual	681
698	Simon Templar	Tawa	Individual	682
699	Michael Norris	Hataitai	Individual	683
700	Nick Axten	Khandallah	Individual	684
701	Toni Jack	Churton Park	Individual	685
702	Nick Engelback	Wilton	Individual	686
703	Ross Craig	Thorndon	Individual	687
704	Chris Hurley	Johnsonville	Individual	688
705	Jo	Thorndon	Individual	689
706	Patrick	Newtown	Individual	690
707	Bonita Edwards	Other - Lower Hutt	Individual	691
708	Kain Glensor	Mount Cook	Individual	692
709	Jo	Hataitai	Individual	693
710	Kirsten Malpas	Khandallah	Individual	694
711	Hilary	Brooklyn	Individual	695
712	Warren	Ngaio	Individual	696
713	Katrina Ching	Mount Victoria	Individual	697
714	Anita Easton	Wadestown	Individual	698
715	Nick	Other - Porirua	Individual	699
716	Mario	Island Bay	Individual	700
717	Alice Fage	Karori	Individual	701
718	Alex	Te Aro	Individual	702
719	S Adair	Kelburn	Individual	703
720	Brady Dyer	Other - Lower Hutt	Individual	704
721	Phil Dickson	Other - Lower Hutt	Individual	705
722	Carrie	Miramar	Individual	706
723	brittany hosey	Berhampore	Individual	707
724	Jörg Kluge	Vogeltown	Individual	708
725	Brett Steer	Newlands	Individual	709
726	Stella	Berhampore	Individual	710
727	L k	Johnsonville	Individual	711
728	Fran	Island Bay	Individual	712
729	Kura McCaskill	Ngaio	Individual	713
730	Kevin Forward	Other - Upper Hutt	Individual	714
731	Andrea Woods	Miramar	Individual	715
732	Lucy	Island Bay	Individual	716
733	Mike krause	Thorndon	Individual	717

734	Mike	Other - Porirua	Individual	718
735	Jené Hattingh	Ohariu	Individual	719
736	Andy barker	Other - Upper Hutt	Individual	720
737	Jan Asmuth	Other - Lower Hutt	Individual	721
738	Barbara Mandiola	Other - Lower Hutt	Individual	722
739	Jack	Kelburn	Individual	723
740	Anne O'Driscoll	Vogeltown	Individual	724
741	Chris Rosser	Karori	Individual	725
742	James Fluker	Mount Victoria	Individual	726
743	Luke Stewart	Northland	Individual	727
744	Emma	Paparangi	Individual	728
745	Dan	Ngaio	Individual	729
746	Teressa	Johnsonville	Individual	730
747	Gautam Dewan	Other - Lower Hutt	Individual	731
748	Dylan Packman	Brooklyn	Individual	732
749	Kirsty	Tawa	Individual	733
750	Bellum	Thorndon	Individual	734
751	Regan Dooley	Island Bay	Individual	735
752	Matt Shipman	Te Aro	Individual	736
754	David Moss	Other - Lower Hutt	Individual	737
755	Johno Tunnell	Other - outside the Wellington region	Individual	738
756	Yvonne Weeber	Lyall Bay	Individual	739
757	Zoe Heine	Newtown	Individual	740
758	Marilyn Northcotte	Khandallah	Individual	741
759	sally simmonds	Wadestown	Individual	742
760	Tanaya Shangarpawar	Thorndon	Individual	743
761	Asher Emanuel	Mount Cook	Individual	744
762	Diane	Thorndon	Individual	745
763	Dave Chowdhury	Ngaio	Individual	746
764	Michael Salanoa	Rongotai	Tranzurban	747
765	Katy Pearce	Wadestown	Individual	748
766	Sia	Brooklyn	Individual	749
767	Maria Kalachova	Vogeltown	Individual	750
768	Felicity	Other - Porirua	Individual	751
769	Kate Redgewell	Khandallah	Individual	752
770	Stacey	Khandallah	Individual	753
771	Shirley Wu	Wellington Central	Individual	754

772	Judy Petrie	Thorndon	Individual	755
773	Kaye Wilson	Kilbirnie	Individual	756
774	KAREN	Churton Park	Individual	757
775	Simon Cole	Thorndon	Individual	758
776	Linda	Northland	Individual	759
777	Paula Richards	Glenside	Individual	760
778	Susan Yang	Newlands	Individual	761
779	Blair Simpson	Thorndon	Individual	762
780	Jamie Hoare	Newtown	Individual	763
781	Kate	Ngaio	Individual	764
782	Wendy LePine	Other - Kapiti Coast	Individual	765
783	Morris Rees	Oriental Bay	Individual	766
784	Simon Vita	Berhampore	Individual	767
785	Karen Oldfield	Miramar	Individual	768
786	Jo	Hataitai	Wellington Dance Academy	769
787	Susan Lennie	Tawa	Individual	770
788	Emma	Strathmore Park	Individual	771
789	Lyn Garrett	Johnsonville	Individual	772
791	Mark	Seatoun	Individual	773
792	Susan Varney	Ngaio	Individual	774
793	Stav Soulis	Seatoun	Individual	775
794	Sharon	Island Bay	Individual	776
795	Daniel	Other - Lower Hutt	Individual	777
796	Stephanie Pegg	Wilton	Individual	778
797	Anna	Khandallah	Individual	779
798	Felicity Evans	Brooklyn	Individual	780
799	Deborah Quinn	Northland	Individual	781
800	Nicky Alexander	Seatoun	Individual	782
801	Lokyee Szeto	Crofton Downs	Individual	783
802	Raewyn Tan	Khandallah	Individual	784
803	Emma	Khandallah	Individual	785
804	Jade	Newlands	Individual	786
805	Kaye	Thorndon	Individual	787
806	Julie	Brooklyn	Individual	788
807	Mark Warren	Brooklyn	Individual	789
808	Emily McGeorge	Wadestown	Individual	790
809	Cameron	Newtown	Individual	791
810	Richard Brown	Te Aro	Individual	792
811	Sanja	Karaka Bays	Individual	793
812	Colin Burns	.	Individual	794
813	Lilly Lambert	Other - Lower Hutt	Individual	795

814	Nick churchouse	Wadestown	Individual	796
815	Garrik	Pipitea	Individual	797
816	Ivan Moss	Brooklyn	Individual	798
817	Suze Keith	Highbury	Individual	799
818	Ian Morrish	Woodridge	Individual	800
819	Jos Kunnen	Kelburn	Individual	801
820	Julie	Island Bay	Individual	802
821	Claire	Miramar	Individual	803
822	Travis Ancelet	Other - Lower Hutt	Individual	804
823	Christian Hipp	Island Bay	Individual	805
824	Jennifer Barnett	.	Individual	806
825	Davina Lim	Wadestown	Individual	807
826	Chhaya Dahya	Miramar	Individual	808
827	Chris H	Kelburn	Individual	809
828	Vesna Nixon	Woodridge	Individual	810
829	Sarah	.	Individual	811
830	Mathea Roorda	Newtown	Individual	812
831	Sarah Dean	Wadestown	Individual	813
832	Stewart Drake	Other - Upper Hutt	Individual	814
833	Michelle Stronach-Marsh	Other - Lower Hutt	Individual	815
834	Katy Pither	Other - Porirua	Individual	816
835	Paul Bothwell	Khandallah	Individual	817
836	Arthur Price	Island Bay	Individual	818
837	Ian Rayns	Khandallah	Individual	819
838	Ian	Karori	Individual	820
839	Kat	.	Individual	821
840	Jackie Foster	Southgate	Individual	822
841	Steve Jordan-Law	Newlands	Individual	823
842	Keith Morris	Other - Upper Hutt	Individual	824
843	Duncan	.	Individual	825
844	Barry Teale	Ngaio	Individual	826
845	Steven Fargher	Other - Upper Hutt	Individual	827
846	Nathan Kear	Kaiwharawhara	Individual	828
847	Felicity	Khandallah	Individual	829
848	Nicola Molloy	Khandallah	Individual	830
849	BJ Pike	Ngaio	Individual	831
850	Tim Leamy	Newlands	Individual	832
851	Donna Winter	Johnsonville	Individual	833
852	Mel	Hataitai	Individual	834
853	Roz Freeman	Wadestown	Individual	835
854	Jane Campbell	Karori	Individual	836

855	Kelsey	Johnsonville	Individual	837
856	Kathleen Martsch	Other - Lower Hutt	Individual	838
857	Jo	Ngaio	Individual	839
858	Catharine Underwood	Brooklyn	Individual	840
859	Benjamin Swale	Karori	Individual	841
860	Christine	.	Individual	842
861	Kirsty	Kaiwharawhara	Individual	843
862	Cam Dickey	Other - Kapiti Coast	BoConcept	844
863	Peter Duckworth	Tawa	Individual	845
864	Mairead de Roiste	Kelburn	Individual	846
865	Tiffany Palmer	Mount Cook	Individual	847
866	Yunus	.	Individual	848
867	Christopher Town	Kingston	Individual	849
868	Mark Huser	Other - Lower Hutt	Individual	850
869	Sarah Payne	Wadestown	Individual	851
870	Alexander Baker	Roseneath	Individual	852
871	Peter Nunns	Berhampore	Individual	853
872	Jo Gell	Karori	Individual	854
873	Cipri	Churton Park	Individual	855
874	Ben Sutherland	Newtown	181 Thorndon Quay Limited	856
875	Andrew Thompson	Churton Park	Individual	857
876	Roman Vaughan	Johnsonville	Individual	858
877	Cherie Jacobson	.	Katherine Mansfield Birthplace Society	859
878	Jeremy Brown	Karori	Individual	860
879	Guy Shaw	Newtown	Individual	861
880	Tonya Cooper-Tidey	Berhampore	Individual	862
881	David Klein	Brooklyn	Individual	863
882	S Clarke	Thorndon	Individual	864
883	Anna Bray Sharpin	Lyall Bay	Individual	865
884	Steph	Broadmeadows	Individual	866
885	Ella Borrie	Newtown	Individual	867
886	K Mayo	Wadestown	Individual	868
887	Kennie Tsui	Brooklyn	Individual	869
888	Joe Jeffries	.	Individual	870

889	nick kapica	Khandallah	Individual	871
890	David	Other - Kapiti Coast	Individual	872
891	Charmaine	Other - Porirua	Wellington Dance Academy	873
892	Harriet	Newlands	Individual	874
893	James Sorensen	Other - Lower Hutt	Individual	875
894	Michael Crowley	Other - Upper Hutt	Individual	876
895	Emma Sutherland	Newtown	Wellington Dance & Performing Arts Academy (182 Thorndon Quay)	877
896	Anne Erwin	Other - Kapiti Coast	Individual	878
897	Sasha	Other - Lower Hutt	Individual	879
898	Nick Mouat	Brooklyn	Individual	880
899	Joel Miller	Other - Lower Hutt	Individual	881
900	Alex Dyer	Island Bay	Cycle Wellington	882
901	Kath Haines	Newtown	Individual	883
902	Mark Randall	Wellington Central	Individual	884
903	Grant Shanahan	.	Individual	885
905	Yasmeen Daly	Berhampore	Individual	886
906	Juliet Young	Miramar	Individual	887
907	Prefer not to say	Johnsonville	Individual	888
908	Sarah	Ngaio	Individual	889
909	Mark	Khandallah	Individual	890
910	Kylie Barlow	Thorndon	Individual	891
911	Stuart Davidson	Berhampore	Individual	892
912	Hollie Perkins	Khandallah	Individual	893
913	Julianne Cobham	.	Individual	894
914	Megan Mulholland	Mount Victoria	Individual	895
915	Belinda Moss	Other - Lower Hutt	Individual	896
917	Henry	Mount Victoria	Individual	897
918	Tertuis Mostert	Khandallah	Individual	898
919	Kristina taylor	Other - Lower Hutt	Individual	899
920	Nick Rinehart	Mount Victoria	Individual	900
921	Daniel	Hataitai	Individual	901
922	Amelia Barton	Other - Upper Hutt	Individual	902

923	Withheld	Johnsonville	Individual	903
924	Andre	Other - Lower Hutt	Individual	904
925	David Foster	Newlands	Individual	905
926	Franc Mills	Island Bay	Individual	906
927	Maureen Kerr	Other - Porirua	Individual	907
928	Marie	Karori	Individual	908
929	Peter Hodge	Miramar	Individual	909
930	m	Other - Lower Hutt	Individual	910
931	Grant Petherick	Miramar	Individual	911
932	Yoshi Shinoda	Wilton	Individual	912
933	Julie Middleton	Mount Victoria	Individual	913
934	NAgenda	Woodridge	Individual	914
936	Jordan Dallimore	Thorndon	Individual	915
937	Chuyaun Chen	Other - outside the Wellington region	Individual	916
938	Tom H	Newtown	Individual	917
939	Dave Roberts	Woodridge	Individual	918
940	Mathew Hartley	Khandallah	Individual	919
941	Catherine McLaren	Thorndon	Individual	920
942	Karen Schwoerer	Wadestown	Individual	921
943	Matt McKillop	Mount Cook	Individual	922
944	Mike Gilbert	Wadestown	Individual	923
945	Chris Rae	Other - Lower Hutt	Individual	924
947	James Campbell	Broadmeadows	Individual	925
948	david brownless	.	Individual	926
949	Leoni Hawkins	Northland	Individual	927
950	Tracy Berghan	Khandallah	Individual	928
951	Bernard	Wadestown	Individual	929
952	Grant Wright	Aro Valley	Individual	930
954	Warrick Mosen	Other - Lower Hutt	Individual	931
955	Anon	.	.	932
956	Lynn sleath	Other - Kapiti Coast	Individual	933
957	Lawrence Collingbourne	Khandallah	Onslow Residents Community Association	934
958	Geoff Simmons	Mount Cook	Individual	935
959	Jamie Povall	Te Aro	Individual	936
960	Claire	Kelburn	Individual	937
961	Tom Halliburton	Other - Upper Hutt	Individual	938

962	Robyn Wright	Newlands	Individual	939
964	Stephanie Cairns	Rongotai	Individual	940
965	Ian Tulloch	Other - Lower Hutt	Individual	941
966	Chris S	Johnsonville	Individual	942
967	Kerrin	Other - Lower Hutt	Individual	943
968	Cillian Adamson	Khandallah	Individual	944
969	Pat	Island Bay	Valesto Properties Ltd and The Forza Trust	945
970	Alanna Garland	Newlands	Individual	946
971	Kirill	Churton Park	Individual	947
973	Gene Clendon	Other - Lower Hutt	Individual	948
975	Ross Sutherland	Other - Upper Hutt	Individual	949
976	Evan Freshwater	Other - Kapiti Coast	Individual	950
978	Arthur Klap	Hataitai	Individual	951
979	Brad	Wellington Central	Individual	952
980	Ub	Newtown	Individual	953
981	Justin Smith	Ngaio	Individual	954
982	Nicole	Te Aro	Individual	955
983	Alex	Churton Park	Individual	956
984	Andrew Witham	Kingston	Individual	957
985	Emma Alcock	Aro Valley	Individual	958
986	Kathryn	Other - Lower Hutt	Individual	959
987	jess	Broadmeadows	Individual	960
988	Brian Shillito	Khandallah	Individual	961
989	James Barber	Berhampore	Individual	962
990	J Dougherty	Newlands	Individual	963
991	Jeremie Madamour	Other - Lower Hutt	Individual	964
992	Overtaxed Citizen	Aro Valley	Individual	965
993	Andrew Simms	Other - Lower Hutt	Individual	966
994	Bruce Heesterman	.	Individual	967
995	Nick Horspool	Other - Lower Hutt	Individual	968
996	Jonathan	Mount Victoria	Individual	969
997	Jim Rustle	Other - Upper Hutt	Individual	970
998	Antony Foster	Southgate	Individual	971

999	Lisia Grocott	Other - Lower Hutt	Individual	972
1000	Daniel Town	Lyall Bay	Individual	973
1001	Avril	Newlands	Individual	974
1002	Murray Jaspers	Khandallah	Individual	975
1003	Xanthe Torrens	Mornington	Individual	976
1004	Martin hefford	Newtown	Individual	977
1005	Neil Kennedy	Houghton Bay	Individual	978
1006	Raj Kumar	.	Individual	979
1007	Tom Beard	Te Aro	Individual	980
1008	Steve	Newlands	Individual	981
1009	■■■■	■■■■	Individual	982
1010	Phaedra Upton	Other - Lower Hutt	Individual	983
1011	Debbie Summers	Other - Lower Hutt	Individual	984
1012	Angela Pidd	Newtown	Individual	985
1013	Tess	Other - Lower Hutt	Individual	986
1014	Chrissy	Other - Upper Hutt	Individual	987
1015	Z	Pipitea	Individual	988
1017	Richard Whittington	.	Individual	989
1018	A F	Berhampore	Individual	990
1019	Daniel Berry	Brooklyn	Individual	991
1020	Jerry	Other - outside the Wellington region	Individual	992
1021	Stu	Khandallah	Individual	993
1022	Tess Breitenmoser	Hataitai	Individual	994
1024	John Basile	Island Bay	Individual	995
1025	Merewyn	Other - Lower Hutt	Individual	996
1026	Kirill	Churton Park	Individual	997
1027	Richard Young	Other - Kapiti Coast	Individual	998
1028	Anne Logan	Woodridge	Individual	999
1029	Lydia Pack	Ngaio	Individual	1000
1030	Himalia kumaran	Kaiwharawhara	Individual	1001
1031	Arran Whiteford	Melrose	Individual	1002
1032	Stephen C	Island Bay	Individual	1003
1033	Megan sewell	Mount Cook	Individual	1004
1034	Ben	Ngaio	Individual	1005
1035	Jack Rainey	Wadestown	Individual	1006
1037	Adam Lewis	Ngaio	Individual	1007

1038	Matthew	Mount Victoria	Individual	1008
1039	Michelle	Karori	Individual	1009
1040	carl	Mount Cook	Individual	1010
1041	Geoff Ferry	Other - Lower Hutt	Individual	1011
1042	Paul Wilton	Thorndon	Individual	1012
1043	Chris Service	Miramar	Individual	1013
1044	Guy Dubois	Mount Victoria	Individual	1014
1045	Claudia	Other - Upper Hutt	Individual	1015
1046	Chris	Other - Lower Hutt	Individual	1016
1047	No way	Other - Lower Hutt	Individual	1017
1048	Daniel Spector	Highbury	Individual	1018
1049	Gerad McArthur	Khandallah	Individual	1019
1050	Adam Crisp	Other - Lower Hutt	Individual	1020
1051	Bevin Phillips	Oriental Bay	Individual	1021
1052	Daniel	Other - Lower Hutt	Individual	1022
1053	Neil A Deans	Khandallah	Individual	1023
1054	Sarah	Churton Park	Individual	1024
1055	Steffen Wohlleben	Te Aro	Individual	1025
1056	Angie Serrao	Ngaio	Individual	1026
1057	Kahu	Happy Valley	Individual	1027
1058	Andre Lategan	Khandallah	Individual	1028
1059	Juline	Wadestown	Individual	1029
1060	Mary Sue Hopper	Johnsonville	Individual	1030
1062	Deborah	Woodridge	Individual	1031
1063	Tom	Mount Victoria	Individual	1032
1064	Alasdair Saunders	Ngaio	Individual	1033
1065	Melandi	Newlands	Individual	1034
1066	gary james	.	Individual	1035
1067	S Laws	.	Individual	1036
1068	J Sitzia	Island Bay	Individual	1037
1069	Belinda Milnes	Thorndon	Individual	1038
1071	Meghan	Hataitai	Individual	1039
1072	Patrick Drysdale	Ngaio	Individual	1040
1073	Eleanor	Karori	Individual	1041
1074	Ketan	Crofton Downs	Individual	1042
1075	Kate Richards	Paparangi	Individual	1043
1076	Andrew Shakes	Churton Park	Individual	1044
1077	Graham Good	Other - Lower Hutt	Individual	1045

1078	Tony Vial	Wadestown	Individual	1046
1080	Barry Phease	Other - Lower Hutt	Individual	1047
1081	Judy Kirby	Johnsonville	Individual	1048
1082	Walter Somerville	Mount Victoria	Individual	1049
1083	Evan	Wellington Central	Individual	1050
1084	Hatton	Thorndon	Individual	1051
1085	Paul Mahoney	Other - Lower Hutt	Individual	1052
1086	John	Khandallah	Individual	1053
1087	Thomas Goodman	Mount Cook	Individual	1054
1089	Hamish	Te Aro	Individual	1055
1090	Jenna Ellis	Mount Cook	Individual	1056
1091	Andy Pipkin	Johnsonville	Individual	1057
1092	Darrin Cornes	Khandallah	Individual	1058
1093	Edwin Crossling	Other - Lower Hutt	Individual	1059
1094	David Young	Te Aro	Individual	1060
1096	Michael Spittal	Mount Victoria	Individual	1061
1097	Graham	Other - Lower Hutt	Individual	1062
1098	Neil	Berhampore	Individual	1063
1099	Amelia Smith	Newlands	Individual	1064
1100	Jason	Other - Lower Hutt	Individual	1065
1101	Andrew Crampton	Wadestown	Individual	1066
1102	Winnie	Broadmeadows	Individual	1067
1103	Lewis Barron	Broadmeadows	Individual	1068
1104	Kare	Churton Park	Individual	1069
1105	Conor	.	Individual	1070
1107	Conrad Johnston	Newlands	Individual	1071
1108	Wanja	Berhampore	Individual	1072
1109	Kenneth Dixon	Other - Upper Hutt	Individual	1073
1110	Brendon Bullen	Te Aro	Individual	1074
1112	Joy	Northland	Individual	1075
1113	Debbie mcleod	Other - Porirua	Individual	1076
1114	Pip	Newlands	Individual	1077
1115	Elliott Kennedy	.	Individual	1078
1116	Nicki Vance	Ngaio	Individual	1079
1117	Dave	Johnsonville	Individual	1080
1118	John	Woodridge	Individual	1081
1119	Dolores Hoy	Newtown	Individual	1082

1120	Keith Wasley	Happy Valley	Individual	1083
1121	Louis Mentillo	Other - Lower Hutt	Individual	1084
1122	Fiona Beals	Other - Lower Hutt	Individual	1085
1123	Kenneth Munro	Melrose	Individual	1086
1124	Matt Davies	Ngaio	Individual	1087
1125	Peter Ramage	Other - Lower Hutt	Individual	1088
1126	Aimee Bell	Khandallah	Individual	1089
1127	Jeremy Rose	Roseneath	Individual	1090
1129	Sarah Johal	Southgate	Individual	1091
1130	John	Churton Park	Individual	1092
1131	Tony De Lorenzo	Mount Cook	Individual	1093
1132	Dave	Newtown	Individual	1094
1133	Carline Thomas	Mount Victoria	Individual	1095
1134	Warren Bokger	Other - Lower Hutt	Individual	1096
1135	David Phipps	Brooklyn	Individual	1097
1136	MM	Miramar	Individual	1098
1138	Chris Bloor	Churton Park	Individual	1099
1139	Jenny samson	Tawa	Individual	1100
1140	Grant Buchan	.	Individual	1101
1141	Andrew Lensen	Te Aro	Individual	1102
1142	Chris Bradshaw	Wadestown	Individual	1103
1143	Steph Adriaansen-Fink	Paparangi	Individual	1104
1144	Phil Caughley	Other - Lower Hutt	Individual	1105
1145	David Brock	Khandallah	Individual	1106
1146	Sheila Hart	Southgate	Individual	1107
1149	Richard Wilson	Thorndon	Individual	1108
1150	Eoghan Walsh	Khandallah	Individual	1109
1151	Sam	Other - Lower Hutt	Individual	1110
1152	Alex Gray	.	Individual	1111
1153	Reece Fitzgibbon	Island Bay	Individual	1112
1154	J Harris	Newtown	Individual	1113
1155	K Walsh	Berhampore	Individual	1114
1157	Sonja Miller	Other - Lower Hutt	Individual	1115
1158	Debbie Rickard	Other - Porirua	Individual	1116
1159	Matt O	Strathmore Park	Individual	1117
1160	Tamsin Falconer	Other - Lower Hutt	Individual	1118
1161	Jonathan Markwick	Mount Cook	Individual	1119

1162	Timon	Other - Lower Hutt	Individual	1120
1163	Emma	Kelburn	Individual	1121
1164	Geoff Todd	Miramar	Individual	1122
1165	Vivek	Churton Park	Individual	1123
1166	Ash	Crofton Downs	Individual	1124
1167	Jane Falconer	Thorndon	Individual	1125
1168	Jonathan Brunton	Ngaio	Individual	1126
1169	Cormac Moran	.	Individual	1127
1171	Andy Smith	Paparangi	Individual	1128
1172	Sarah Drake	Northland	Individual	1129
1173	Natalie	Other - Lower Hutt	Individual	1130
1174	Joe Harbridge	Thorndon	Individual	1131
1175	Jacqueline d'Ath	Ngaio	Individual	1132
1177	Michelle McCormick	Churton Park	Individual	1133
1178	Peter Barlow	Karori	Individual	1134
1179	Rob	Hataitai	Individual	1135
1180	Andy Stewart	Paparangi	Individual	1136
1181	Bryce Cleland	Other - Lower Hutt	Individual	1137
1182	Bob Worthington	Johnsonville	Individual	1138
1183	Manesh Unka	Other - Lower Hutt	Individual	1139
1184	maria collins	Khandallah	Individual	1140
1185	Ivan John Burton	Churton Park	Individual	1141
1186	Martin Bulmer	Other - Porirua	Individual	1142
1187	Greg Bond	Crofton Downs	Individual	1143
1188	Dan Grantham	Newlands	Individual	1144
1189	Paul Glover	Roseneath	Individual	1145
1191	Shannon	Karori	Individual	1146
1193	Lucy Stewart	Wadestown	Individual	1147
1194	Dean Quinn	Khandallah	Individual	1148
1195	Alex Johnson	Melrose	Individual	1149
1196	Ewan	Brooklyn	Individual	1150
1198	Steve Bielby	Other - Lower Hutt	Individual	1151
1199	LW	Wellington Central	Individual	1152
1200	Carson	Khandallah	Individual	1153
1201	David P	Mount Victoria	Individual	1154
1202	Anthony Davies	Other - Lower Hutt	Individual	1155
1203	Shane	.	Individual	1156

1204	Ozzman Symes-Hull	Ngaio	Individual	1157
1206	Blaire Lodge	Pipitea	Individual	1158
1207	Paul Smith	.	Individual	1159
1208	t kennedy	Newlands	Individual	1160
1209	Michelle Rush	Ngaio	Individual	1161
1210	Graham Haslehurst	Johnsonville	Individual	1162
1211	John Hopgood	Other - Lower Hutt	Individual	1163
1212	Stephen	Hataitai	Individual	1164
1213	Sarah	Johnsonville	Individual	1165
1214	Murray Coppersmith	Kaiwharawhara	Individual	1166
1215	Stuart mackay	Other - Porirua	Individual	1167
1216	Fernanda	Brooklyn	Individual	1168
1217	Danielle	Other - Lower Hutt	Individual	1169
1218	Tanya O'Brien	Kelburn	Individual	1170
1219	Maggie McQuillan	Oriental Bay	Individual	1171
1221	Richard Davies	Other - Upper Hutt	Individual	1172
1222	Umair	.	Individual	1173
1223	Neil Skene	Khandallah	Individual	1174
1224	Bex	Other - Lower Hutt	Individual	1175
1226	Ella	Pipitea	Individual	1176
1228	Kirsten	Island Bay	Individual	1177
1229	Amanda Wells	Karori	Individual	1178
1230	Richie	Other - Lower Hutt	Individual	1179
1231	Natasha Furness	Kelburn	Individual	1180
1232	Joanna Turner	Other - Lower Hutt	Individual	1181
1233	Mike Parkin	Other - Lower Hutt	Individual	1182
1234	James Sullivan	Johnsonville	Individual	1183
1235	Lucy Weston-Taylor	Ngaio	Individual	1184
1237	Pascarn Dickinson	Karori	Individual	1185
1238	Chris Soufflot	Brooklyn	Individual	1186
1239	Ian	Thorndon	Individual	1187
1240	Stephen Pepper	Other - Lower Hutt	Individual	1188
1241	Nadiene	Newlands	Individual	1189

1243	Carolyn Shivanandan	Ngaio	Individual	1190
1244	Sam Duff	Other - Porirua	Individual	1191
1245	D	Other - Lower Hutt	Individual	1192
1246	N	Newlands	Individual	1193
1247	John Wilson	Ngaio	Individual	1194
1248	Alex Dyer	Island Bay	Individual	1195
1249	David Austin	Other - Lower Hutt	Individual	1196
1250	Sean Mulholland	Mount Victoria	Lloyd Richardson Ltd, property management	1197
1251	Kate	Newlands	Individual	1198
1252	Matt Fowler	Ngaio	Individual	1199
1254	Liz Andrews-Stevens	Tawa	Individual	1200
1256	Paul Jacobs	Other - outside the Wellington region	Individual	1201
1257	Claire Stent	Paparangi	Individual	1202
1258	Andrew R	Newtown	Individual	1203
1259	Shelley A	Churton Park	Individual	1204
1260	Brian Meachen	Other - Lower Hutt	Individual	1205
1261	Bruce	Other - Lower Hutt	Individual	1206
1262	D	Khandallah	Individual	1207
1263	Paull Parry	Other - outside the Wellington region	Individual	1208
1264	john Mlathus	.	Individual	1209
1265	Sunil Patel	.	Individual	1210
1266	Carol Anderson	Ngaio	Individual	1211
1267	Brendan Jelley	Other - Lower Hutt	Individual	1212
1268	Dean	Woodridge	Individual	1213
1269	David Smith	Newtown	Individual	1214
1270	Alex Macdonald	Northland	Individual	1215
1271	Paul	Newtown	Individual	1216
1272	Zong Chen	Kelburn	Individual	1217
1274	Carol Sander	Khandallah	Individual	1218
1276	Frances	Southgate	Individual	1219
1277	Natalie wong	Khandallah	Individual	1220
1278	V Williams	Other - Lower Hutt	Individual	1221
1279	Elsbeth McIntyre	Khandallah	Individual	1222

1280	Tanya Piejus	Island Bay	New Zealand Community Trust	1223
1281	Jack Power	Island Bay	Individual	1224
1282	Wendy Cooper	Newlands	Individual	1225
1283	Mark Tanner	Northland	Individual	1226
1284	Bill	Kelburn	Individual	1227
1285	Jarrod Crossland	Maupuia	Individual	1228
1286	Daniel	Newlands	Individual	1229
1287	Margaret Evison	Wadestown	Individual	1230
1288	Patrick Morgan	Te Aro	Cycling Action Network	1231
1289	Robert Collier	Paparangi	Individual	1232
1291	Ian Shearer	Wadestown	Individual	1233
1292	Dan Martin	Other - Lower Hutt	Individual	1234
1293	Paul	Other - Lower Hutt	Individual	1235
1294	Nicky	Other - Lower Hutt	Individual	1236
1295	Louise Yarrall	Ngaio	Individual	1237
1297	Stan Najbert	.	Individual	1238
1299	Chris Hubscher	Khandallah	Individual	1239
1300	Geeta	Other - Lower Hutt	Individual	1240
1301	Richard Busby	Northland	Individual	1241
1302	Robin Blythe	Khandallah	Individual	1242
1303	Adam Cheney	Wadestown	Individual	1243
1304	James	Berhampore	Individual	1244
1305	Laurence Harger	Seatoun	Individual	1245
1306	Tim Jones	Ngaio	Individual	1246
1307	Rutger Keijser	Wadestown	Individual	1247
1309	Rosie	Other - Lower Hutt	Individual	1248
1312	Adam Partridge	Mount Cook	Individual	1249
1313	Benjamin	Other - Lower Hutt	Individual	1250
1315	Waning Chua	Woodridge	Individual	1251
1316	Miki Szikszai	Other - Lower Hutt	Individual	1252
1321	Emma	Ngaio	Individual	1253
1322	Peter Sewell	Churton Park	Individual	1254
1323	Patrick McKenna	Northland	Individual	1255
1324	Filma Anne Phillips	Thorndon	Individual	1256
1325	Gonda Sollie	Te Aro	Individual	1257
1326	Jaime Rendell	Johnsonville	Individual	1258

1327	Philip Smith	Other - Lower Hutt	Individual	1259
1328	Carl McGee	Other - Lower Hutt	Individual	1260
1329	Tyrie Kelly	Newtown	Individual	1261
1330	Xinfeng Zhu	Paparangi	Individual	1262
1331	venessa stables	Ohariu	Individual	1263
1333	Mark Ramsden	Khandallah	Individual	1264
1334	Jo Caudwell	Khandallah	Individual	1265
1335	Nicola Hawkins	Berhampore	Individual	1266
1337	Vanessa Rowe	Ngaio	Individual	1267
1338	Erin Duncan	Tawa	Individual	1268
1339	Cameron	Newtown	Individual	1269
1340	Corwin Newall	Tawa	Individual	1270
1341	Ben Zolno	Mount Cook	Individual	1271
1342	Jim	Paparangi	Individual	1272
1343	Jay Abelson	.	Individual	1273
1344	Dr Carolyn Hooper	Crofton Downs	Individual	1274
1345	Natalie Rutherford	Other - Lower Hutt	Individual	1275
1346	Dylan Cliff	Northland	Individual	1276
1347	Darren	Thorndon	Individual	1277
1349	Filipo Katavake-McGrath	Other - Lower Hutt	Individual	1278
1350	Rachael Drummond	Paparangi	Individual	1279
1352	Jan	Te Aro	Individual	1280
1353	James Burgess	Brooklyn	Individual	1281
1355	Lisa Davies	Other - Upper Hutt	Individual	1282
1356	Michael Teague	Other - outside the Wellington region	Individual	1283
1357	Martin Taylor	Ngaio	Individual	1284
1358	Claire Lenssen	Newlands	Individual	1285
1359	Joanna Dowle	Churton Park	Individual	1286
1360	Dave Bull	Thorndon	Individual	1287
1361	Alistair Ross	Johnsonville	Individual	1288
1362	Steven	Khandallah	Individual	1289
1363	John smith	Broadmeadows	.	1290
1364	Jeanie Moore	.	Individual	1291
1365	Mark Rutherford	Other - Lower Hutt	Individual	1292
1366	Steve Mahoney	Roseneath	Individual	1293
1367	Melissa Edwards	Newlands	Individual	1294
1368	Jonathon Exley	Miramar	Individual	1295

1369	Jacob Bobby	Johnsonville	Individual	1296
1370	Nik	Broadmeadows	Individual	1297
1371	Erin	Newlands	Individual	1298
1372	P Bazalo	Khandallah	Individual	1299
1373	Pete Booth	Khandallah	Individual	1300
1374	Tony Sutcliffe	Strathmore Park	Individual	1301
1375	Iain	Ngaio	Individual	1302
1377	Jerry	Ngaio	Individual	1303
1379	Larissa	Other - Porirua	Individual	1304
1380	Penny Salmond	Johnsonville	Individual	1305
1381	Melissa McGhie	Other - Porirua	Individual	1306
1382	J Carter	Kelburn	Individual	1307
1383	Steve James	Newlands	Individual	1308
1384	Svend Hesselholt Henne Hansen	Khandallah	Individual	1309
1385	James Crampton	Other - Lower Hutt	Individual	1310
1388	Luke Drabble	Paparangi	Individual	1311
1390	Nana Jones	Ngaio	Individual	1312
1391	Rosemary	Wilton	Individual	1313
1392	Mariza Loeb	Ngaio	Individual	1314
1393	Peter	Ngaio	Individual	1315
1394	Mark Heffernan	Khandallah	Individual	1316
1395	Jill Ford	Newtown	Individual	1317
1396	Alexander Garside	Northland	Individual	1318
1397	Andrew Young	Kelburn	Individual	1319
1398	Stephanie Turgoose	Wadestown	Individual	1320
1399	Sally Elizabeth	Seatoun	Individual	1321
1400	Graeme Speden	Northland	Individual	1322
1401	Callum Dickinson	Other - Lower Hutt	Individual	1323
1402	Chris Tata	Other - Upper Hutt	Individual	1324
1404	Ian Appleton	Te Aro	Individual	1325
1405	A normal person of Wellington.	Roseneath	Individual	1326
1406	Tara Douglas-Ng	Churton Park	Individual	1327
1407	N/A	Kelburn	Individual	1328
1408	Peter	Other - Upper Hutt	Individual	1329
1410	Giles Brown	Lyall Bay	Individual	1330
1411	Warren	Other - Upper Hutt	Individual	1331
1414	Hadleigh Pedler	Thorndon	Individual	1332

1415	Glen Warner	Other - Lower Hutt	Individual	1333
1417	Simon Wood	Northland	Individual	1334
1418	Jo Davidson	Karori	Individual	1335
1419	Lisa Henderson	Newlands	Individual	1336
1420	Katie Benson	Khandallah	Individual	1337
1421	debbie bane	Brooklyn	Individual	1338
1422	Todd Trewern	Berhampore	Individual	1339
1425	David Clemens	Other - Kapiti Coast	Individual	1340
1426	Eleanor West	Aro Valley	Individual	1341
1427	Robyn	Brooklyn	Individual	1342
1428	Ray Whelan	Maupuia	Individual	1343
1429	Jeremy Peters	Newlands	Individual	1344
1430	Jo Leech	Khandallah	Individual	1345
1431	Marko Garlick	Berhampore	Generation Zero	1346
1432	Colin Price	Other - Lower Hutt	Individual	1347
1433	Geraint Scott	Khandallah	Individual	1348
1434	Jeff F	Ngaio	Individual	1349
1435	David Wratt	Tawa	Individual	1350
1436	ken Glassey	.	Individual	1351
1438	Janette Munneke	Johnsonville	Individual	1352
1439	Brent Leslie	Ngaio	Individual	1353
1440	Herald Gwyther	Other - Lower Hutt	Individual	1354
1441	Jack	Newlands	Individual	1355
1442	Thomas Guldborg	Miramar	Individual	1356
1443	James Le Page	.	Individual	1357
1444	Ian	Tawa	Individual	1358
1445	Ollie Sangster	Glenside	Individual	1359
1446	R S Brown	Wellington Central	Individual	1360
1447	Anthony Delaney	.	CentrePort Limited	1361
1448	Jay Hadfield	Seatoun	Individual	1362
1449	Joshua	Newtown	Individual	1363
1450	Anne Molineux	Mount Victoria	Individual	1364
1451	Julia	Northland	Individual	1365
1452	Michael Donn	Khandallah	Individual	1366
1453	Sally Faisandier	Mount Victoria	Individual	1367
1454	Rachael	Makara	Individual	1368
1455	Shameera Wijesooriya	Northland	Individual	1369
1456	Susan Pearce	Ngaio	Individual	1370

1457	Raewyn Hailes	Johnsonville	CCS Disability Action also a Thorndon Quay ratepayer.	1371
1458	steve whittaker	Paparangi	Individual	1372
1459	Sandy	Karori	Individual	1373
1460	Daniel	Wadestown	Individual	1374
1461	Jessica Barnard	Miramar	Individual	1375
1462	Kristin Stokes	Kelburn	Individual	1376
1464	Ruth Berry	Khandallah	Individual	1377
1465	Lighting Plus	Brooklyn	Individual	1378
1467	Brent Palmer	Khandallah	Individual	1379
1468	Matt Taylor	Ngaio	Individual	1380
1469	Opal Symes	Johnsonville	Individual	1381
1470	Michael	Miramar	Individual	1382
1471	Sonya	Kaiwharawhara	Individual	1383
1472	Ray Jayne	Grenada North	Individual	1384
1473	Tony Lucie-Smith	Other - Lower Hutt	Individual	1385
1474	Michael Mckeon	Wadestown	Individual	1386
1475	Andrew Bartlett	Miramar	Individual	1387
1476	Tim Croft	Khandallah	Individual	1388
1478	Dave Clingman	Khandallah	Individual	1389
1479	Diane Fleming	Ngaio	Individual	1390
1480	Ron Beernink	Other - Lower Hutt	Individual	1391
1481	L Foster	Khandallah	Individual	1392
1482	Kate Jensen	.	Individual	1393
1483	Richard Simpson	Thorndon	Individual	1394
1484	Andrew Macbeth	Karori	Individual	1395
1485	Paul Hudson	Other - Lower Hutt	Individual	1396
1486	Terry Genet	Johnsonville	Individual	1397
1487	David Bond	Ngaio	Individual	1398
1489	Sophie	Other - Porirua	Individual	1399
1491	Bronwyn Brown	Khandallah	Individual	1400
1492	Patrick Wilkes	Ngaio	Individual	1401
1493	Sheryll Gosnell	Wellington Central	Individual	1402
1494	Paul Smith	Karori	Individual	1403
1495	Jason Cornish	Ngaio	Individual	1404
1496	Allan Mills	Other - Lower Hutt	Individual	1405
1497	Andy Cameron	Other - outside the Wellington region	Individual	1406

1498	Josh	Other - Lower Hutt	Individual	1407
1499	Cam Gruschow (please withhold name)	Te Aro	Individual	1408
1500	Kazz	Karori	Individual	1409
1501	Patrick O'Doherty	Khandallah	Individual	1410
1502	'Jannene Allwood	Other - Lower Hutt	Individual	1411
1504	Claire Pascoe	Ngaio	Individual	1412
1505	Hannah Betts	Khandallah	Individual	1413
1506	Keith Ashington	Johnsonville	Individual	1414
1507	Oliver Seiler	Other - Lower Hutt	Individual	1415
1508	Tim Jenkins	Karori	Individual	1416
1511	Patrick Geddes	Karori	Individual	1417
1514	M Fyfe	Khandallah	Individual	1418
1515	paula	Hataitai	Individual	1419
1517	Rowena	Crofton Downs	Individual	1420
1518	D. Pedlow	Khandallah	Individual	1421
1519	Michael Cummins	Kaiwharawhara	Individual	1422
1520	Natalie Howell	Ngaio	Individual	1423
1521	Stephen Davis	Aro Valley	Individual	1424
1522	Ian	Ngaio	Individual	1425
1523	Emma	Other - Lower Hutt	Individual	1426
1524	Michele Ferfaglia	Broadmeadows	Individual	1427
1527	Kathryn Hall	Wadestown	Individual	1428
1528	Alex Manktelow	Te Aro	Individual	1429
1529	Marlon Dajevic	Te Aro	Individual	1430
1530	Peter Faulkner-Ball	Paparangi	Individual	1431
1531	Neville Henderson	Newlands	Individual	1432
1532	G Phipps	Mount Victoria	Individual	1433
1533	Gerard Creamer	Khandallah	Individual	1434
1534	Ben Pocock	Wadestown	Individual	1435
1536	Chris Whelan	Khandallah	Individual	1436
1538	Maddy McVie	Ngaio	Individual	1437
1539	Corwin Newall	Tawa	Mana Cycle Group	1438
1540	Denis Mander	Wadestown	Individual	1439
1542	Diana	Paparangi	Individual	1440
1543	Shaun McMaster	Khandallah	Individual	1441
1544	Peter holden	.	Individual	1442
1546	Ann Cowie	.	Individual	1443

1547	Patrick Lam	Kelburn	Individual	1444
1548	Michael Parsons	Other - Lower Hutt	Individual	1445
1549	Liz Springford	Houghton Bay	Individual	1446
1550	Liam Daly	.	Forest & Bird Youth	1447
1551	Bart Teekman	Thorndon	Individual	1448
1552	Liam Shanahan	Other - Upper Hutt	Individual	1449
1554	Rachael	Wadestown	Individual	1450
1555	Bernard Dougherty	Other - Upper Hutt	Individual	1451
1556	Daniel	Johnsonville	Individual	1452
1557	E J Phipps	Te Aro	.	1453
1558	Peter Cockrem	Mount Cook	Individual	1454
1559	Robert Poole	Khandallah	Individual	1455
1560	Melvin	Other - Porirua	Individual	1456
1563	Tim Priest	Other - Lower Hutt	Individual	1457
1564	Evie Lindsay	Mount Cook	Individual	1458
1565	Nigel Jemson	Woodridge	Individual	1459
1566	Dave Guerin	Wadestown	Individual	1460
1567	Dave Trueman	Khandallah	Individual	1461
1568	David Stevens	Khandallah	Individual	1462
1569	Vaughan Renner	Khandallah	Individual	1463
1571	Eric Crampton	Khandallah	Individual	1464
1572	Pete Gent	Mount Victoria	Individual	1465
1574	Michael Mellor	Seatoun	Individual	1466
1577	Michael Brown	Other - Lower Hutt	Individual	1467
1578	chris	Thorndon	Individual	1468
1579	Julianne Zanders	Other - Lower Hutt	Individual	1469
1581	Shane Crowe	Johnsonville	Individual	1470
1582	Tony Randle	.	Johnsonville Community Association Inc	1471
1583	Olivia Poulsen	.	Kiwi Rail Holdings Ltd	1472
1584	Ellen Blake	.	Living Streets Aotearoa	1473
1585	Guy Short	Berhampore	Individual	1474
1586	Philippa Cuthbert	.	The New Zealand Automobile Association Incorporated	1475
1587	Sam Somers	.	Individual	1476

1588	Leighann Johnston	.	Road Transport Forum NZ Inc	1477
1589	Alex Voutratzis	.	Bus and Coach Association New Zealand (Inc.)	1478
1590	Ong Su-Wuen	.	Individual	1479
1591	Jeff Staniland	.	Capital Scaffolding	1480
1592	Russell Walsh	.	Wellington Regional Road Transport Association	1481
1593	Christine Murcott	.	Individual	1482
1594	Joshua Tan	.	Wellington Chamber of Commerce	1483
1595	Dale Scott	.	Thorndon Quay Collective	1484

Feedback

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NAME: Kelly	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

We are parents at Co-Kids Thorndon Quay and it's a matter of time before one of us, and our kids, gets hit by a car or cyclist when trying to get to the centre in the morning. This means crossing the road in rush hour traffic and it's scary doing that with an active toddler in tow. Need to have 5-10 minute parking outside the daycare between 7:30-9:00, and something that says it's just for daycare drop offs.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

NAME: Nicolas Sabourin	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

See previous comment regarding the need for parking spaces outside 172 Thorndon Quay.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

5th May 2021

Dear Parents,

FYI, please see letter attached sent to Councilor Nicola Young by myself on the 11th April 2021.

From the 14th April I have had communications with Brad Singh regarding an application for a Loading Zone or a P5/P10 area for safe drop off outside Co Kids.

I have also written to the WCC CEO – Barabara McKerrow who is currently on leave, as I get bounced around the council, I have written to the appointee contacts on the following dates:

15/4, 16/4, 21/4, 22/4, 27/4, 28/4,29/4, 30/4 and the 3/5.

Yesterday I had a call from Brad Singh as I understand the discussion stops with him, and kindly he met with me onsite this morning.

The mixed messages from the Parking Team has not helped anyone as the cyclists complain they must act.

The Co kids Directors knows this is an inconvenience but we are urging you to park in legal parks until this situation can be resolved, the WCC wheels are slow to say the least.

Brad Singh has pointed Co Kids to 4 legal parks a P 5/P10 area north of the centre and outside Where's Charlie's restaurant / AFF Building (detailed pictures attached).

From the 11th May there are submissions being made by the WCC Traffic Engineers to change the parking spaces to parallel – and a provision of a P5/P10 outside our centre.

I will then ask for all our parents help to submit their views on the consultation which ends August, and implemented by year's end.

I now need to remove my staff from the entrance and back to their rooms – this is purely for their own safety as we have had very aggressive abuse from cyclists – which I am appalled by.

As I mentioned I am working on this daily and can't stress enough how frustrating this is.



Stephen Piper, Director, Co Kids
PO Box 9108, Marion Square, Wellington 6141

E:

M:

www.cokids.co.nz

COPY

11th April 2021

Dear Nicola,

Thank-you for speaking with me late Friday afternoon.

I am writing this letter as a concerned Business Owner/ Director of Co Kids Limited, 170 Thorndon Quay, Wellington.

As elected Lambton Ward councilor, I would like you to apply some common sense to the parking situation outside our childcare centre during the morning drop off times between 7.30am – 9.00am and the clearway operating. This needs urgent attention as there is real risk of a serious accident occurring. The points I would like you to take into consideration are as follows:

1. Co Kids is a childcare provider for Wellington CBD workers that services 100 children and 200 parents.
2. Wellington CBD parents choose our services as it provides quick access to their children in case of emergency as the site is close to their workplace – example Earthquakes or other Civil Defense activations.
3. The majority of our parents transport their children to our site in vehicles with their child buckled into car seats. These cars require somewhere to park to allow passengers to safely disembark when accessing the childcare centre.
4. Co Kids recognized the need for parent parking and leased 6 car parks in a neighboring site for the last 2 years. Unfortunately, this arrangement has come to an end.
5. A hotel is being built on the site previously used for parking. The build will take two years.
6. With the removal of the parks, parents now have to navigate across the busy road between 7.30am -9am with their toddlers and babies as there is no safe place to cross as the clearway is operating outside the childcare centre at the same time.

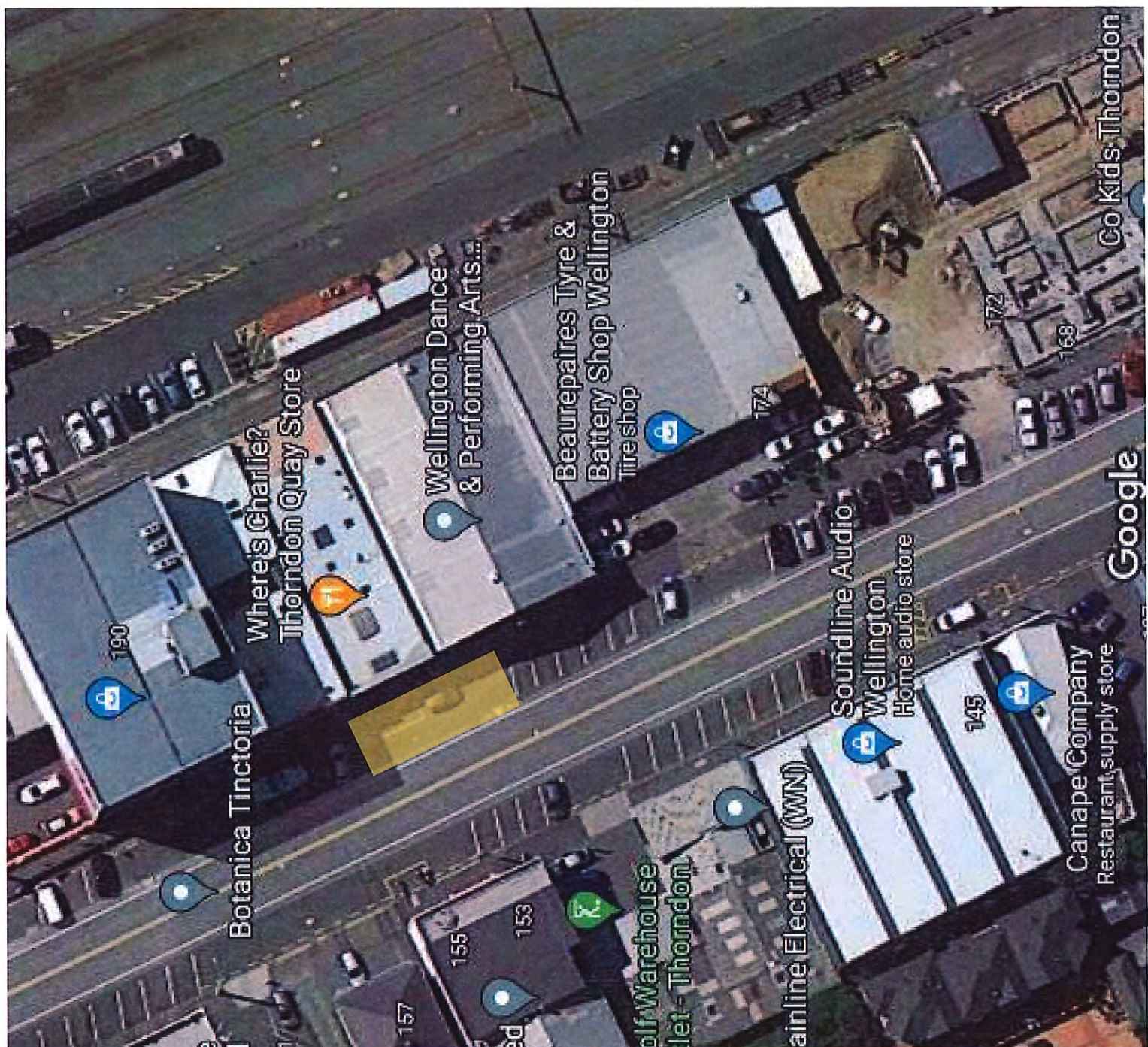
Co Kids has been informed by the Building Owner late Friday afternoon that from Monday 12th April, council parking services will be issuing parking tickets with heavy monitoring during the morning drop off times between 7.30am – 9.00am due to cyclist complaints of cars stopping on the clearway. I have since put a call into Mat Kenny in parking infringement to urgently discuss the situation to find a safe solution.

Nicola, I am asking for the following suggestions to be considered in a speedy manner:

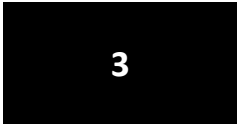
1. A pedestrian crossing installed to service both sides of the road so cars will stop to allow parents and children to cross safely and to reduce the risk of an accident.
2. Parallel parks outside the Co Kids site premise to be in operation at the same time as the clearway (between 7.30 am to 9am). This would keep cyclists and vehicles separated to maintain safety of the cyclists.
3. Develop a solution like the design in front of two other childcare services on the same road – number- 172 Hutt Road, 162 Hutt Road Kaiwharawhara. Co Kids would support this approach. (Steve Spence).

Co Kids would be pleased to work with the cycle community to agree on a safe solution for parents and children pedestrians and cyclists.

Please treat this request with urgency so a common sense solution can be adopted as soon as possible to enable the safety of the clients of Co Kids, a critical service for Wellington CBD working parents.



Feedback



NAME: Gavin Russell	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

request the P5/P10 parks (7.30 am to 9 pm) Monday to Friday and P5/P10 parks (4 pm to 6 pm) Monday - Friday that we need outside 172 Thorndon Quay / Co Kids Childcare.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

4

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Cheri	Other - Porirua	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

I would like to request the P5/P10 parks (7.30 am to 9 pm) Monday to Friday and P5/P10 parks (4 pm to 6 pm) Monday - Friday outside 170 Thorndon Quay Co Kids.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

5

NAME: Leigh Burney	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

You are deliberately reducing parking to drive cars out of the city. I cannot see our environment and geography allowing 8-9 months of walking and cycling, even with global warming! Our buses are putrid and totally unreliable, try running a business in a deserted city when your staff are constantly late as there was no bus or it was delayed. Wellington is being killed by WCC. No point in talking to WCC, they are just going to plod on with this slow death for our city.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

6

NAME: Athul Harris	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback



NAME: Gretchen Craig	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Please convert the clearway outside of CoKids to a loading zone. There is currently no safe parking for parents to drop their babies and toddlers off in the morning, due to the rented carparks the centre used being developed. There is a permanent construction loading zone outside the centre, so there should not be an issue with the adjacent parks in front of the centre being converted. It is currently very unsafe for parents dropping babies and toddlers at CoKids, as we have to cross the busy road in peak traffic with small children in tow. Please also address this matter urgently. If the Council was able to approve the construction loading zone to allow for the adjacent development, it should be able to convert the carparks outside of the centre to a loading zone quickly. Expecting parents to carry babies and toddlers across a busy road in peak traffic is untenable, and expecting us to wait until the end of the year for a solution is ridiculous. Please take this matter seriously, the safety of babies and toddlers is at stake.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

NAME: MAURIZIO	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

P5/P10 parks (7.30 am to 9 pm) Monday to Friday and P5/P10 parks (4 pm to 6 pm) Monday - Friday that we need outside 172 Thorndon Quay / Co Kids Childcare.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

NAME: Darko Petrovic	SUBURB: Berhampore	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

10

NAME: Peter Steven	SUBURB: Highbury	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Tui McInnes	Ngaio	Individual	Yes

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

This change is long overdue. There are definite hazards associated with the angle parking, both as a cyclist and motorist. The current parks are also too small for a number of vehicles that dangerously stick out into the road. As LGWM studies have shown, the occupancy of the parking is fairly limited. Further, the road is extremely wide, so angle parking seems like a rather poor use 50% of the road space.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

NAME: Liam	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

NAME: Jithen Singh	SUBURB: Woodridge	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

This is urgently required especially so to the area down by Co Kids as there are no options for drop off of kids in the morning. Many close calls recently with cyclists and other cars where small children are involved. My message to the city councillors is that this change is required ASAP as opposed to later this year before something unfortunate happens.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

NAME: Fox	SUBURB: Other - outside the Wellington region	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

NAME: Michael McKay	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

NAME: Matthew	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

NAME: Annie MacDonald	SUBURB: Southgate	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Mix of commuter v short/medium stay parking based on weekend v week day

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Commuter parking – up to 9 hours

Feedback

NAME: Matt Drake	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Please ensure ample drop off/ pick up spots outside co kids

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

NAME: Finnigan Illsley-Kemp	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

20

NAME: Alex	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

NAME: Ryan	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

NAME: Dean Friedman	SUBURB: Lyllall Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

NAME: DAVID LIM	SUBURB: Other - Porirua	ON BEHALF OF: Cokids	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Fix the parking for Cokids Thorndon Quay urgently!!!!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

NAME: Alex Korban	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Commuter parking – up to 9 hours

Feedback

NAME: Tristan Lewis	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

NAME: Floyd Chaz Norman	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I'm so happy to see parallel parking proposed. This is fantastic.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

NAME: Zoe	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

I think it is good, as the angle parking isn't good. But many of the people on Thorndon Quay use it when working- so when commuting and for long visits to things. By increasing commuter parking availability along this area, it would also increase people to park slightly further out and walk, meaning less use of cars and more walking/buses which is better environmentally.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Bruce	Ngaio	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

NAME: Andy Macoy	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

30

NAME: Carol Weston	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Medium stay – 2-4 hours
Residents parking

Feedback

NAME: Bryce	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

- Medium stay – 2-4 hours
- Long stay – 4-6 hours
- Commuter parking – up to 9 hours
- Residents parking

Feedback

NAME: Chris Hunter	SUBURB: Tawa	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Feedback

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Kate	Other - Porirua	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I will not visit Thorndon quay anymore if angle parks are removed.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

NAME: Michael Archer	SUBURB: Aro Valley	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

NAME: Geoff Thornburrow	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

NAME: Cathy Adank	SUBURB: Kingston	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

NAME: Celene Aitchison	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Why don't you keep the angled parking on one side of the road and just have no parking on the other side? it will allow as many parks as both sides having parallel parking. But this allows people to actually use the parks with ease and doesn't confuse with those horrible time limit signs (e.g. bus lane between 6am - 8am). This isn't user friendly - people won't come to Thorndon Quay if this is changed.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Commuter parking – up to 9 hours

Feedback

NAME: Grant Holloway	SUBURB: Aro Valley	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

NAME: Jez Weston	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

40

NAME: Mark Montgomerie	SUBURB: Pipitea	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Most of the businesses on Thorndon Quay have very short-stay parking visitors (eg drop off / pick up / loading) or short shopping trips to specific shops (less than 1 hr). There is no need for long-stay on-street parking.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

41

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
David	Brooklyn	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Strongly support removal of angle parking. Please allow some 4 hour car parks for those that will go to matches at the stadium.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

NAME: Richard Barrett	SUBURB: Broadmeadows	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

NAME: Kyle H	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

The parallel parked will improve bus routes also due to the fact currently buses struggle to even pull off the road when there are angle parked cars

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Commuter parking – up to 9 hours

Feedback

NAME: Hayley Horne	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

**Medium stay – 2-4 hours
Residents parking**

Feedback

45

NAME: Karen Jones	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

NAME: Kate Clarke	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

NAME: Andrew Evans	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Thordon Quay is oversupplied with parking, please ensure that the bed shops don't get to prioritise their free parking again.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

NAME: Stephen Piper	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Co Kids Childcare centre 172 Thorndon Quay has 100 parents that need to drop of their children, as this service provides a vital service for working CBD parents and they simply don't cycle to work

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

NAME: Derek Williams	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Residents parking

Feedback

50

NAME: Josh Thompson	SUBURB: Other - outside the Wellington region	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

NAME: Tony Mangels	SUBURB: Tawa	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

NAME: Al	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

NAME: Glen	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

NAME: Peter Bellam	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

NAME: Justin Broom	SUBURB: Wilton	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

NAME: Melanie Russell	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Need P5/P10 parks (7.30 am to 9 pm) Monday to Friday and P5/P10 parks (4 pm to 6 pm)
Monday - Friday outside 172 Thorndon Quay / Co Kids Childcare.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

NAME: Harshit	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Please have drop off in front of co kids

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

NAME: Dillon George	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

NAME: MR	SUBURB: Other - outside the Wellington region	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

NAME: Shane Sinclair	SUBURB: Wellington Central	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Residents parking

Feedback

NAME: Marianne Elliott	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

NAME: Geoff Nicholls	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

This change is gob-smacking. Turning a wide safe street into a narrow street where both drivers and passengers need to remember to look for cyclists whenever they open their doors? Really? Never mind reducing customer parking for businesses. There's no option but to make the parking short stay because if it was used by commuters then they'd never see customers at all

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

**Short stay – 30-60mins
Medium stay – 2-4 hours**

Feedback

NAME: Kelly Kingham	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

NAME: Robin Klitscher	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

NAME: Mark Cubey	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

NAME: Phil O'Reilly	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

NAME: Rosy Fenwicke	SUBURB: Other - Waiarapa	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Need to be able to park and access the business's like flooring and furniture shops and not be rushed as these are big ticket items and people need time to consider them. The loading times are too short.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

NAME: Marc Hill	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Residents parking

NAME: clark mathews	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Angle parking is good and not enough people bike on this road to justify a change

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

70

NAME: Mike O'Neil	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

NAME: Ina Werner	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

NAME: Nigel Ramsay	SUBURB: Northland	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

NAME: Roland Sapsford	SUBURB: Aro Valley	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The link to the traffic resolution is broken so it is difficult to comment in detail. However as mentioned before please prioritise public transport through the location and separation of bus stops and ensure that the focus for parking is on drop off and pick up and short-term visit rather than all-day commuter parking. I strongly support the change to parallel parking on safety grounds and encourage councillors to implement it in a way that supports the provision of safe cycling and public transport infrastructure.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

NAME: Na	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

NAME: Kerry Wood	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

NAME: Ella	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

NAME: Kerry Wood	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

NAME: Chris Fry	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

NAME: Darryn Doriguzzi	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

NAME: Renee	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

There needs to be P5/P10 parks (7.30 am to 9 pm) Monday to Friday and P5/P10 parks (4 pm to 6 pm) Monday - Friday that we need outside 172 Thorndon Quay / Co Kids Childcare. The current situation is unacceptable, unsafe and parking wardens/council have been completely unreasonable.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

NAME: Ingo Schommer	SUBURB: Kingston	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I've biked this road many times when visiting shops in kaiwharawhara, and it always felt like an accident waiting to happen even at moderate speeds and high alert. This is an absolutely necessary change. Please back it up by reliable bus transport in the area. Whenever I went there by car (typically weekends), I've had more than enough car parks to choose from

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours

Feedback

NAME: J McGee	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Sam	Newlands	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Thank you. This will make it so much safer to cycle. It is currently very scary.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

NAME: Stephen Thomson	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

NAME: Pam	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Medium stay – 2-4 hours
Residents parking

Feedback

NAME: Kurt	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

NAME: Deb	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Essential to protect cyclists safety.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

NAME: Jonathan Ramsay	SUBURB: Mornington	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

NAME: Cathy	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Seems you've made up your mind, so why bother consulting? This nature of all my recent experience of completing surveys by WCC and LGWM.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Shane munn	Churton Park	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Please keep current car parking as angle parking

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

NAME: Ben Ormsby	SUBURB: Other - Kapiti Coast	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

From a safety perspective it would be irresponsible for council to not make this change

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

NAME: Thomas Dwan	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Residents parking

Feedback

NAME: Daniel	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours
Residents parking

Feedback

NAME: Hugo Van Dyke	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

NAME: terry peters	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

NAME: Sam Crawley	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

This is desperately needed. It will save lives

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

NAME: Brittany Challis	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Currently I feel quite unsafe when biking home (out of the city) behind the angle parks. It also feels dangerous when driving out of the parks during peak times. Strongly support the change. However, alternative parking options will be needed as the parks are usually full during the afternoon peak.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Medium stay – 2-4 hours

Feedback

NAME: Marieka Curley	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

NAME: Neil Dixon	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

100

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Dave	Other - Lower Hutt	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

NAME: Michael Lowe	SUBURB: Other - outside the Wellington region	ON BEHALF OF: Urban design consultant	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

NAME: Stacey Pilcher	SUBURB: Strathmore Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

NAME: none of your business	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

NAME: Luke Hiscox	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

NAME: Leigh	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

NAME: Anne Paton	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

NAME: Wilson	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

NAME: I	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

NAME: Gajan Shivanandan	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

NAME: Chris Osborn	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

111

NAME: Liam Walsh	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

112

NAME: Karl Loots	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

Priority should be to reduce congestion and improve safety on main roads. On street parking on main roads could be reduced or dropped entirely. This also encourages commuters to use public transport and reduces commute times in cars or motorbikes for those passing through.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Feedback

NAME: Mark Wallace	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The change to parallel parking is well overdue and will make the experience of cycling and driving a car more relaxed as there will be less hazards for each

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

NAME: Nico	SUBURB: Crofton Downs	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

**Medium stay – 2-4 hours
Residents parking**

NAME: Kathrin Strati	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

As a council you appear set on wiping the use of cars off the planet.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Chris Turnbull	Island Bay	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

NAME: Gareth Hodgkinson	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

parallel parking is a must have. Angle parking have never been suitable here

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

NAME: Jenny R	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

119

NAME: Scott Bougen	SUBURB: Kaiwharawhara	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The most dangerous part of a cyclists commute, even worse than the central city. Parallel parking would be a great safety upgrade

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

120

NAME: Paul Teesdale-Spittle	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

121

NAME: Matthew Isaac	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The parallels parking does make for more parks - but aside from that one benefit it is so bad for motorists, cyclists, pedestrians I cannot wait to see the back of it, hopefully before someone gets clobbered.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

123

NAME: Rod Badcock	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

124

NAME: Peter Mora	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

125

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Zac	Seatoun	Individual	

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Residents parking

Feedback

126

NAME: Ged	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

How will people visit the area if you remove all the parking?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

127

NAME: Mark Godfrey	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

NAME: Saskia Holditch	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

129

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Karl Hewlett	Wilton	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Remove the parking - build some carparks at bus and train stops outside the city, maybe more above the railyards. Make inner-city busses free to jump on and off.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

130

NAME: L	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

131

NAME: Iain mcdonald	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

132

NAME: Edmund Barton	SUBURB: Aro Valley	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Parallel parking is not a safety improvement for cyclists, the risk from being car-doored is far higher than angle parking (I speak as a regular Wellington cyclist).

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

NAME: Andy Crosland	SUBURB: Kaiwharawhara	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Front angle parking is the most dangerous way to park for other road users. Please ban this from all Wellington streets.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

134

NAME: Benjamin Kearns	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I'm very much in support of changing this to parallel parking. I cycle down there regularly, and I almost always take the lane because it's too unsafe otherwise. When I'm parking in those spaces, the visibility is very poor and it's hard to safely get in and out.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Feedback

135

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Aileen	Other - Lower Hutt	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

136

NAME: Jennifer Stephen	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Feedback

137

NAME: Georgia	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Commuter parking – up to 9 hours

Residents parking

Feedback

NAME: Michelle Isaac	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Feedback

139

NAME: Hamish Smith	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

140

NAME: Rachel Wilcox	SUBURB: Kingston	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

141

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
pan matsis	Ngaio	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

just get rid of all the parks.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

142

NAME: Peggy Pan	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Long stay – 4-6 hours

Feedback

143

NAME: Paul Spark	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I think it will help dramatically. It is far too dangerous for cyclists at present.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

144

NAME: Pauline Howe	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Residents parking

Feedback

145

NAME: Lee Biddle	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

NAME: Arthur Barlow	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

This is pandering to enviro-commie anti car attitudes, not practicality.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

147

NAME: Adam Atmore	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Residents parking

Feedback

148

NAME: Andrew Buckley	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

149

NAME: Vanessa Turner	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

150

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Mary	Ngaio	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

151

NAME: Chandoo	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

152

NAME: Michael Brook	SUBURB: Seatoun	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Please don't let ideology guide the thinking here. Whilst the angle parking isn't ideal, the proposal will materially reduce the number of parks on the street. This appears to be consistent with the WCC anti car agenda

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Commuter parking – up to 9 hours

Feedback

NAME: marcus mcshane	SUBURB: Houghton Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I've had three minor accidents when cycling along Thorndon Quay in the past ten years, two of them because someone was pulling in or out of angled parking, and couldn't see what's coming, and the other because a car pulled across me into a park, as there's no marked cycle lane, and therefore no awareness from drivers that when traffic is slow at peak times there are large numbers of cyclists overtaking the cars on the left. I ride all round wellington, every day, and don't ride up thorndon quay that regularly, but these are the only accidents I've had. all on that stretch of road.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

154

NAME: Ellie	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

155

NAME: Chris Searle	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Long stay – 4-6 hours

Feedback

156

NAME: Jack Elder	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

157

NAME: Dan	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Like I have already stated, WCC is intent on making the entire CBD difficult for car users to want to travel in and shop at businesses. The parking along Thorndon quay is already congested and removing a vast majority of parking will not work. This will cause business to suffer

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

158

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Peter Woods	Ngaio	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Please remove the angle parking. Cars reversing out of these are the most dangerous part of riding a bike in wellington in my experience.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

159

NAME: Matthew Leahy	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

The ample angle parking makes this area very attractive for businesses that need that sort of access including weekends . This change will push those businesses elsewhere in the region

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

161

NAME: Allen	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours

Feedback

162

NAME: Chevelle Ataera	SUBURB: Pipitea	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Don't know

Do you wish to make any comments about this Thorndon Quay parking change?

Will the changes to parking create an increase in parking charges?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

163

NAME: Andrew Haddleton	SUBURB: Roseneath	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

164

NAME: Micah Rickards	SUBURB: Southgate	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

NAME: David Fa'atafa	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

Please have quite a few loading zone. There are businesses such as NukuOra (Sport Wellington) and College Sport Wellington that need space to load vehicles for events etc. I'm sure it is the same for other businesses as well.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

166

NAME: Greg Cobb	SUBURB: Karori	ON BEHALF OF: Thondon 2005 Limited	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

As a daily user of off street parking on Thorndon Quay the existing angle parking works very well. Minimal risk or danger to anyone and provides a community service. How many bus or bike accidents have occurred down here in the last 10 years.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

NAME: Tracy Hinton	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

As someone who works along Thorndon Quay, the proposal to change parking has not been thought out very well. There already is a lack of parking for this area. This area is serviced by alot of commercial vehicles, dropping off or picking up supplies, so removing parking spaces will hinder this and be a huge disadvantage to businesses in the area. Some businesses in the area have already moved out due to the proposed parking.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Feedback

168

NAME: Reid Wicks	SUBURB: Northland	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Residents parking

NAME: Jess Mazengarb	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Again, please please do not give in to pressure to retain car parks. GW needs to be be brave and follow the evidence, not give in to pressure from people putting their own interests above the wellbeing of the community.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

170

NAME: Emma O'Connell	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

171

NAME: Roger Dungan	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

172

NAME: Luke Dodd	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

173

NAME: Simon Randall	SUBURB: Lyll Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

NAME: DAVE GIBSON	SUBURB: Southgate	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

175

NAME: Not happy to display this	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

176

NAME: Shannon	SUBURB: Berhampore	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

177

NAME: Samuel	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The change is fine. If businesses in the area are relying on angle parking as their competitive advantage then they have bigger problems.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

178

NAME: Liz	SUBURB: Kingston	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

I understand why the parking is changing from angle to parallel, but a lot of parking spaces will be lost, and I believe this will be an issue!!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

179

NAME: Tiara Thorby	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

180

NAME: Mark Solly	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

181

NAME: Justin Wood	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

182

NAME: Celia	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Maybe just remove the parking completely, quite a few of the businesses along this stretch of road have private car parks already so why do we need to retain on street parking at all?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

183

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Katie Laidlaw	Khandallah	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

184

NAME: Richard Janes	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

NAME: Ryan Hooper-Smith	SUBURB: Wellington Central	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

186

NAME: Peter Webb	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

NAME: Jennie Henton	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

188

NAME: Tony Barnes	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

189

NAME: Do not wish to give	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

190

NAME: T Peters	SUBURB: Woodridge	ON BEHALF OF:	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

191

NAME: Janet	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

NAME: Libby C	SUBURB: Melrose	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

We really shouldn't be providing on-street commuter parking in this area - they can start using the improved bus routes or cycling.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

193

NAME: Catherine Reisima	SUBURB: Maupuia	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

194

NAME: Jenny Fenwick	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Residents parking

Feedback

NAME: Flavia Figueiredo Machado	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

196

NAME: Alison Shakespeare	SUBURB: Paparangi	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

197

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Chris	Tawa	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Dont take car parks away ffs. We have reduced parking in Welly Nd this is getting out of hand.
Strongly considering moving cities if this continues.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

NAME: Vivianne Moretto	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Long stay – 4-6 hours

Feedback

199

NAME: Neil Plimmer	SUBURB: Kelburn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

as above

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

200

NAME: Kylie Miller	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

201

NAME: Antony Paltridge	SUBURB: Wellington Central	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

202

NAME: Igor Albornett	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

203

NAME: Anastasia George	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I am concerned that there will be less parking available. As it is, it is difficult to find a park in and around Thorndon, removing parking makes it more difficult for those who don't have the bus/cycle option for various reasons. Also, I have heard that parking prices in this area are set to increase which is disappointing as well

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

NAME: Tony	SUBURB: Other - outside the Wellington region	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Feedback

205

NAME: Isabella Crawford	SUBURB: Pipitea	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

206

NAME: James Norman	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

NAME: robert	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

While I would like to see short term parking as a priority I also think residents parking needs to be strongly considered. I would love to see something like a parking building for residents (or could be enough designated parking close by)

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

NAME: Elizabeth Charlton	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

People coming to my place of work usually spend half a day at least on site

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Commuter parking – up to 9 hours

NAME: Duane wilkins	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Climate emergency reduce cars improve buses. Not in isolation.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Residents parking

Feedback

210

NAME: Vivienne	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Parallel parking will need to be the right size for the longer commercial vans and utes that currently extend way out of the angle parks. Parking restrictions will also need to account for the typical trade hours which are earlier than typical retail and commute times

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

211

NAME: Claire	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

212

NAME: Oscar Damerham	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

213

NAME: Josh Bathgate	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

214

NAME: Fraser Seifert	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

NAME: Nathan Rose	SUBURB: Other - outside the Wellington region	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

216

NAME: Simon Louisson	SUBURB: Seatoun	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

217

NAME: Iain McCarter	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

218

NAME: dave smith	SUBURB: Northland	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Anna Barnes	Tawa	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

The cyclists shouldn't be on this road at all. There is room between the shops and the train line, they can go behind the buildings, instead of on the road. Cyclists often move at fast pace and are hard to spot, parallel parking will not solve this issue and cars still need to move in and out of the cycle lane. I have worked on this street for years, and the cycle lane on the hutt road is not the solution for Thorndon Quay, almost all these bikes are passing through into town, so they don't need to go through thorndon quay, they can easily go behind it next to the train tracks which would be 100% safer for everyone!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

220

NAME: David Lloyd	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

All resident's parking permits should be charged at commercial rates, not as a recovery for an administrative cost. A park in Wellington is worth thousands of dollars per year - residents parking should be charged as such

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

221

NAME: Warren Tocker	SUBURB: Oriental Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

222

NAME: Margaret McLachlan	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

223

NAME: Leona Irsevic	SUBURB: Other - outside the Wellington region	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

224

NAME: Rebecca Bjarnesen	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Don't know

Do you wish to make any comments about this Thorndon Quay parking change?

There needs to be dropoff 5-10min parking zones outside the early childhood centres

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Commuter parking – up to 9 hours

Feedback

225

NAME: Michael Ellis	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Residents parking

Feedback

226

NAME: Speak Labs	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Long stay – 4-6 hours

Feedback

227

NAME: Rahul Bagdadi	SUBURB: Woodridge	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Having parallel parking would greatly decrease the quantity of vehicles able to stop at Hutt Road to drop off their children to school, It would be easier to see the cyclists coming out but what is the cyclists just share the footpath with pedestrians?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

228

NAME: Aaron	SUBURB: Roseneath	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

229

NAME: Tina Groark	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Reducing limited parking that is already under pressure will encourage people away from businesses in the area

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

230

NAME: Polly Atkins	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

231

NAME: Campbell Clark	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

NAME: Sean Nicolle	SUBURB: Tawa	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

I am currently concerned about the safety aspect of dropping my child to childcare at Co-Kids. It is particularly dangerous to have to park on the other side of the road, and have to turn around in peak hour traffic to get into the CBD for work. The clearway removed for 25 m of parallel parking would make common sense, be safer for any cyclist travelling at speed, and be safer for my children and me. There is also already an approved Loading Zone in this area which is allowed to operate during the Clearway, so there is already precedent for this. **FEEDBACK IS TO: Remove 25 m of Clearway outside 172 Thorndon Quay - Co Kids Childcare Centre TO P5/PIO for 5 Parallel Parks, 7.30 am to 9pm & 4pm-6pm, Monday to Friday. A Parking Bay would be a sensible safe option (plenty of room) The addition of another crossing northern side of 172 Thorndon Quay will increase foot traffic in the kea, be used by families and children, and good for local business**

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

233

NAME: Rhys	SUBURB: Woodridge	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Reference previous comments. Many individuals really have limited options but to drive and this proposal does not really account for that.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

234

NAME: mike	SUBURB: Wellington Central	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Residents parking

Feedback

235

NAME: Chris	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

236

NAME: Richard Lardner	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

237

NAME: Antoine ZIMERMANN	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

NAME: Lingxian Kong	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

I am currently concerned about the safety aspect of dropping my child to childcare at Co-Kids. It is particularly dangerous to have to park on the other side of the road, and have to turn around in peak hour traffic to get into the CBD for work. The clearway removed for 25m of parallel parking would make common sense, be safer for any cyclist travelling at speed, and be safer for my children and me. There is also already an approved Loading Zone in this area which is allowed to operate during the Clearway, so there is already precedent for this.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

239

NAME: Daniil M.	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

240

NAME: Akane Sandom	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

241

NAME: Tania McMurtrie	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

**Medium stay – 2-4 hours
Residents parking**

Feedback

242

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Steve	Ngaio	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

243

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Tony	Paparangi	Individual	

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Look at your own data. Your crash statistics show that parallel parking is twice as dangerous as angle parking and you're proposing to increase it!?! There are currently 106 parallel parks and 274 angle parks. However, parallel parks account for 23.61 crashes (from your total of 102) which means that there are 22 crashes per 100 parallel parks over 10 years. There are 24.09 crashes from angle parks, meaning that there are 9 crashes per 100 angle parks over 10 years. This clearly shows that parallel parks are more dangerous. How can any thinking person support more parallel parking is beyond comprehension.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

244

NAME: Roanna van der Krogt	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Angle parking is dangerous to cyclists and other motorists - daily there are near misses where cars reversing back into traffic cannot see behind properly.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

245

NAME: Matthew Molloy	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours
Residents parking

Feedback

246

NAME: Barbara wheeler	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

247

NAME: Andrew	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

248

NAME: Dean Riley	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

249

NAME: Craig MacRae	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

This will significantly reduce the availability of parks and length of stay available who's for most would detract from the area. Especially the trade business on the stretch

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

250

NAME: Nick Baty	SUBURB: Northland	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

The parking options don't appear to have been fully evaluated. Could more parking be made available during off peak via clear ways? The charging for car parks in the weekends is already having an effect on the area - do we want the area to turn into a ghost town and for business to head out of wellington?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

251

NAME: Garath	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

252

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Karen	Khandallah	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

253

NAME: Charlotte Delahunty	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

254

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Richele	Karori	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

255

NAME: Robert Ashe	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

NAME: Tanya Allen	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

I am currently concerned about the safety aspect of dropping my child to childcare at Co-Kids. It is particularly dangerous to have to park on the other side of the road, and have to turn around in peak hour traffic to get into the CBD for work. The clearway removed for 25 m of parallel parking would make common sense, be safer for any cyclist travelling at speed, and be safer for my children and me. There is also already an approved Loading Zone in this area which is allowed to operate during the Clearway, so there is already precedent for this. **IT WOULD BE GOOD TO: Remove 25 m of Clearway outside 172 Thorndon Quay - Co Kids Childcare Centre TO P5/P10 for 5 Parallel Parks, 7.30 am to 9pm & 4pm-6pm, Monday to Friday. A Parking Bay would be a sensible safe option (plenty of room) The addition of another crossing northern side of 172 Thorndon Quay will increase foot traffic in the kea, be used by families and children, and good for local business.**

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
 Medium stay – 2-4 hours
 Long stay – 4-6 hours

NAME: Letitia Harding	SUBURB: Seatoun	ON BEHALF OF: Letitia Harding - Chief Executive	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Absolutely ridiculous. My staff are struggling to find parking as it is. With the new bus terminal and the proposed parking reduction we will no longer be able to run our charity services at the level we currently do. Staff will not be able to commute to work, or use their cars for work purposes - which is an important part of what we do.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

259

NAME: David Barclay	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Commuter parking – up to 9 hours

Feedback

NAME: Eric Lin	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Hi, I am one of the many parents who is dropping off my kids to Co Kids Childcare at 170 Thorndon Quay on weekdays. Recently the car park next door is closed for commercial development and we lost our parking spaces. We have concern of the clear way in front of the center parking during 7-9 am where we can't directly park in front of the center for dropping off in the morning. It is very dangerous having to park opposite the street and carry my kids on a busy row without any pedestrian crossing. And it is also dangerous to have to turn around in a busy traffic to go back to city for work. I love this city but can I ask the city council to have more common sense on this matter. You seems to act on cyclist complaints fast, and put a lot of parking warden out in the morning to stop parents from dropping off in front of the center. There is a reason we have to park close at times, could be due to wet weather, crying babies, late for meetings etc. If we park in parallel, I dont see it being any danger to the passing cyclist. Some of these cyclist are crazy, I am sure you have received abusive calls from them to complain about us. Some cyclists even go into the center and insult on the teachers. Looks as if they own the road. Yes they complain about the risk of seeing parallel parking in front of the center, so they get what they want because council acts fast, put out lots of warden doing their jobs properly. They once they pass the center, they have to merge into the road and share it with all the other vehicle and continue to be a danger to all the car drivers. Does all of this make sense? Would council act on their complain and build a cyclist only way all the way through the city to each and every one of their house? I am just disappointed in how this matter is dealt with by the city council. I am convinced if this situation happens in any part of the other world where it is reasonable, it would have been dealt with much differently, and much more quickly. Just think about why we park there, it is for the nest generation of hope in NZ. Cheers Eric

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

261

NAME: Ken	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the cycle lane way behind the shops then no change would be needed to the parking. I visit my medical specialist, who has his practice on Thorndon Quay. With angled parking there is usually a space for me for half an hour. With parallel parking there will be fewer parking spaces so it would be unlikely I could find a park. Of course I could take a bus but that would add over an hour and involve two changes of bus.

If the angled parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

262

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
mits chohan	Khandallah	Individual	Yes

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

P5/P10 parks (7.30 am to 9 pm) Monday to Friday and P5/P10 parks (4 pm to 6 pm) Monday - Friday that we need outside 172 Thorndon Quay / Co Kids Childcare.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

263

NAME: Bruce Carey	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Residents parking

Feedback

NAME: Samantha Piper	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

I am currently concerned about the safety aspect of dropping my child to childcare at Co-Kids. It is particularly dangerous to have to park on the other side of the road, and have to turn around in peak hour traffic to get into the CBD for work. The clearway removed for 25 m of parallel parking would make common sense, be safer for any cyclist travelling at speed, and be safer for my children and me. There is also already an approved Loading Zone in this area which is allowed to operate during the Clearway, so there is already precedent for this. **FEEDBACK IS TO: Remove 25 m of Clearway outside 172 Thorndon Quay - Co Kids Childcare Centre TO P5/P10 for 5 Parallel Parks, 7.30 am to 9pm & 4pm-6pm, Monday to Friday. A Parking Bay would be a sensible safe option (plenty of room) The addition of another crossing northern side of 172 Thorndon Quay will increase foot traffic in the kea, be used by families and children, and good for local business**

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

265

NAME: Dunia Cullingford	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

266

NAME: Jonny Flutey	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

267

NAME: Cecilia Wong	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

268

NAME: Kellie-Jane Pritchard	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

269

NAME: Chris McCashin	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Parking all across Wellington is overpriced

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

270

NAME: Melissa Harward	SUBURB: Berhampore	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

**Medium stay – 2-4 hours
Residents parking**

Feedback

271

NAME: Abbie Pallesen	SUBURB: Woodridge	ON BEHALF OF: Co Kids Thorndon	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I am currently concerned about the safety aspect of dropping my child to childcare at Co-Kids. It is particularly dangerous to have to park on the other side of the road, and have to turn around in peak hour traffic to get into the CBD for work. The clearway removed for 25 m of parallel parking would make common sense, be safer for any cyclist travelling at speed, and be safer for my children and me. There is also already an approved Loading Zone in this area which is allowed to operate during the Clearway, so there is already precedent for this. **FEEDBACK IS TO: Remove 25 m of Clearway outside 172 Thorndon Quay - Co Kids Childcare Centre TO P5/P10 for 5 Parallel Parks, 7.30 am to 9pm & 4pm-6pm, Monday to Friday. A Parking Bay would be a sensible safe option (plenty of room) The addition of another crossing northern side of 172 Thorndon Quay will increase foot traffic in the area, be used by families and children, and good for local business. This needs to be reviewed as soon as possible before there is an accident, and a young one is hurt or injured.**

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

272

NAME: Sophie	SUBURB: Berhampore	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Medium stay – 2-4 hours

Feedback

273

NAME: Graeme Lyon	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

274

NAME: Felix Marwick	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

275

NAME: K G	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

276

NAME: Kim Clayton	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

277

NAME: Nick Wood	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Residents parking

Feedback

278

NAME: Helen Law	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

NAME: Brian Johnston	SUBURB: Crofton Downs	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Removal of the parallel parking will make the area MUCH safer

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

280

NAME: Andrew Southerton	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

281

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Jake davis	Broadmeadows	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

282

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Paul	Wilton	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

NAME: Leonie Mercer	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours
Long stay – 4-6 hours
Commuter parking – up to 9 hours
Residents parking

Feedback

NAME: John Randal	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

NAME: Wayne stevens	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Please don't have endless discussion on this. Make a decision and move on . LGWM and WCC council have become pathetic and just a talk fest. I remember moving out of out st pats college in 1979 as the tunnel and motorway was going to extended and the second tunnel built - all that has happened is talk talk talk . There has been talk about Thornton quay cycle way for many years too.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

286

NAME: Angela	SUBURB: Tawa	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

287

NAME: Nic vipond	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

288

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Brendhan	Mount Cook	Individual	

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Don't think parking is required at all, the days of private motor vehicles should be relegated to history as we increasingly have neither the resources or space for this excess.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

NAME: Annemieke Kwaijtaal	SUBURB: Seatoun	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

It's madness

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Residents parking

Feedback

290

NAME: Paul Hamlyn	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

291

NAME: Courtney	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Commuter parking – up to 9 hours

Feedback

292

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Peter Spencer	Wadestown	Individual	Yes

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

293

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Jo Clendon	Other - Lower Hutt	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

About time we changed the worship of parking

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

294

NAME: Russell Tregonning	SUBURB: Seatoun	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

We have been waiting to have the dangerous angled parks changed for years. Please hurry your plan to completion.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

295

NAME: Robbie	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

296

NAME: Ashleigh Barber	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

The angle parking is a huge danger. As someone who uses tq as a motorist though (to drop my children off at daycare at peak times) I hope you will provide parking for me during peak times and not give it all up to buses and cyclists

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

297

NAME: Justin Eldering	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

298

NAME: Chris Birkinshaw	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I am fully supportive of the parking change. The current diagonal parking make Thorndon Quay one of the most dangerous roads in the CBD, for cyclists, cars and busses. It is an easy fix and should be done ASAP.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

299

NAME: Sharyn Steel	SUBURB: Lyllall Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

300

NAME: P W Morrison	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours
Commuter parking – up to 9 hours

Feedback

301

NAME: Mark Higham	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

302

NAME: Amanda	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

303

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Lia Furst	Johnsonville	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Long stay – 4-6 hours

NAME: Serena Chui	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

As noted previously, the parking charge should be removed or greatly reduced on weekends to encourage shoppers to visit. Current fees and ticketing policy discourages shoppers when there is no need for turn over of parking spaces. It is encouraging businesses to move out to the suburbs where there is free parking, so people now have to go to Petone or Lower Hutt - and you can bet they are going by car not bus, so increasing pollution and congestion.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

305

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Terry	Churton Park	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Long stay – 4-6 hours

Feedback

306

NAME: dan	SUBURB: Aro Valley	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

NAME: Luke Turner	SUBURB: Wellington Central	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Current angle parking is dangerous for cyclists and other drivers. It slows down traffic also

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

308

NAME: Jacqui Rennie	SUBURB: Broadmeadows	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

309

NAME: Haydn Virtue	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

310

NAME: D Cochrane	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the LGWM plans for Lambton Quay go ahead, this area will become more desirable for retailers, especially those with a less mobile clientele. Parking should not, as the structure of this survey suggests, be something to consider only after every other interest has been catered for. Eliminating parking in the City should be a regional initiative, not by city council; because the effect will be to boost Porirua and Hutt retail.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

311

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Alan Ritchie	Pipitea	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

312

NAME: Tim Hope	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

313

NAME: Chris Peddie-Burch	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

**Medium stay – 2-4 hours
Residents parking**

Feedback

314

NAME: Connor	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Don't know

Do you wish to make any comments about this Thorndon Quay parking change?

T R A I N People drive because buses suck and the train is limited. Imagine if there was an alternative to buses and cars that could transport a high volume of people throughout the city? Imagine if the infrastructure needed already exists, just needs to be extended? Imagine if everyone's already pointed it out? Oh wait it does exist T R A I N

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

315

NAME: Brian Jameson	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

316

NAME: Matthew Woodbury	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

317

NAME: Phillip Melville	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

From my observations, most cyclists who use Thorndon Quay do so as commuters. The number cycling drops considerably after 9 am. Currently, angle parking is not permitted in most eastern parts of Thorndon Quay until after this peak period has finished as it is a clearway. The loss of a large number of well-used parks for an assumed "problem" seems unnecessary.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Residents parking

Feedback

318

NAME: Sarah Bogle	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

319

NAME: Amy Auld	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Residents parking

Feedback

320

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Cat Weich	Johnsonville	Individual	

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

321

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Louise	Tawa	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

322

NAME: Elizabeth	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Residents parking

Feedback

323

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Julienne McRae	Newlands	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Happy with the proposed change from angle parks to parallel, on the basis that we get some P5-P10 for the purpose of taking our children into Co Kids at 172 Thorndon Quay (as per previous comments).

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

324

NAME: Faline Drummond	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Medium stay – 2-4 hours

Feedback

325

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
anni	Karori	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

326

NAME: Andrew Brown	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

327

NAME: Camilla Anderlini	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

328

NAME: Hazel Leader	SUBURB: Vogeltown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

329

NAME: Nigel Kearney	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I strongly prefer angle parking. Capacity is greater and it's easier to enter and exit the carpark, especially from the opposite side of the road. There is adequate space for buses to stop currently. Given the number of cyclists compared to other road users, prioritising their interests is ideological not an attempt to provide maximum value for all road users.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

330

NAME: Gerrard Smith	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

331

NAME: Erin Bennett	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

332

NAME: Meg	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

333

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Nicole	Te Aro	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Residents parking

Feedback

334

NAME: Nick Cooper	SUBURB: Strathmore Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

335

NAME: Kirstan O'Donoghue	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

336

NAME: Teresa Maguire	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

It is imperative that the angle parking be changed to parallel parking. One of the things that puts off potential cyclists using this area is the parking and the danger of cars pulling out. With the increased size of "cars" such as double cab utes, this is even more important to change. Even experienced and highly aware cyclists have near-death experiences regularly. It **MUST** be changed.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

337

NAME: Jason Bragg	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

338

NAME: Export Plus Ltd	SUBURB: Thorndon	ON BEHALF OF: Export Plus Ltd	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

339

NAME: Mike Vincent	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

340

NAME: Ric van Weede	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

341

NAME: Anneliese White	SUBURB: Paparangi	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

342

NAME: Dougal Hamilton	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

343

NAME: Michael Burrowes	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

344

NAME: Matt Lamont	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

345

NAME: Steven McTainsh	SUBURB: Paparangi	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

346

NAME: Brent Strong	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

347

NAME: Brett Hunt	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

349

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Shaun	Other - Lower Hutt	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If it ain't broke don't fix it. Fix the stuff that's already broken

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

350

NAME: Corey Askwith	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours
Residents parking

Feedback

351

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Sara Chester	Ngaio	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Just make it no parking, over time access to parking buildings and off street parking will be driven to improve

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

NAME: Megan	SUBURB: Strathmore Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Although your survey identified that the angle parks on Thorndon Quay are not being fully occupied, if they were available before 9am and operated as coupon parks, they would be a lot more useable for commuters for whom buses are not an option (due to children, or lack of bus services). Would also be interested to know when this survey was completed and whether covid had an impact. Parks are also needed for the businesses in the area

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Commuter parking – up to 9 hours

Feedback

353

NAME: ty	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

354

NAME: Jithen Singh	SUBURB: Woodridge	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I am currently concerned about the safety aspect of dropping my child to childcare at Co-Kids. It is particularly dangerous to have to park on the other side of the road, and have to turn around in peak hour traffic to get into the CBD for work. The clearway removed for 25 m of parallel parking would make common sense, be safer for any cyclist travelling at speed, and be safer for my children and me. There is also already an approved Loading Zone in this area which is allowed to operate during the Clearway, so there is already precedent for this. **FEEDBACK IS TO: Remove 25 m of Clearway outside 172 Thorndon Quay - Co Kids Childcare Centre TO P5/P10 for 5 Parallel Parks, 7.30 am to 9pm & 4pm-6pm, Monday to Friday. A Parking Bay would be a sensible safe option (plenty of room) The addition of another crossing northern side of 172 Thorndon Quay will increase foot traffic in the kea, be used by families and children, and good for local business**

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

355

NAME: Kate Davidson	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Parking is already an issue on Thorndon Quay and the reality is that many of us are doing trips in the morning that make driving the only reasonable and time-efficient option. A drastic drop in the number of available parks is not a good idea.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

356

NAME: Nicholas Bockett	SUBURB: Crofton Downs	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Please remove these angle parks ASAP, they are very dangerous with tradie vehicles often protruding into the lane, making it difficult for cycles and cars, and impossible for anyone to safely reverse into the lane.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

357

NAME: Sam Somers	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

358

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Alice	Te Aro	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

359

NAME: Paul	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

360

NAME: Liss	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

361

NAME: Masaki Manabe	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

362

NAME: Steve Rout	SUBURB: Paparangi	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I frequently use the Thorndon quay commuter parks. Currently public transport does not allow for me to drop my kids at school and make it to work at a reasonable hour. The current parking supports this type of lifestyle well. There is little congestion at 9am when I park there. Removing these parks will create a parking problem somewhere else - most car parks in town are full by 9, so where do we park?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

363

NAME: Dupinder	SUBURB: Woodridge	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

365

NAME: R	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Residents parking

Feedback

366

NAME: Daniel	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

367

NAME: Angela Ward	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

368

NAME: Ruth	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

369

NAME: Alysha	SUBURB: Paparangi	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Residents parking

Feedback

370

NAME: Mylène	SUBURB: Paparangi	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

371

NAME: Jason Hackett	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Reduced parking will impact business along Thorndon Quay, often there are no cyclists using Thorndon Quay outside of the morning and evening commutes

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

372

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Paul Beaumont	Te Aro	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

NAME: Don Ryder	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

The proposal primarily suits bicycles who pay no registration fees or parking fees. I have been on a bus along this quay and the bus has difficulty moving away from the park because of continuous bicycle traffic - even banging on the bus to complain! The council has already spent way to much ratepayer funding for bicycles.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Long stay – 4-6 hours

Feedback

374

NAME: Fumi Norman	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Parking fee is too expensive to visit shops

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

375

NAME: Cynthia Ecclestone	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

376

NAME: John Wintringham	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

377

NAME: Oughton	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Medium stay – 2-4 hours

Feedback

378

NAME: Hilary	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

379

NAME: Barbara Mavor	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

380

NAME: Sarah Philip	SUBURB: Tawa	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

381

NAME: Andrea Holmes	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

382

NAME: Aaron Houghton	SUBURB: Paparangi	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

It's already an awkward place to try and find a park that doesn't cost as much as you wish to spend in the shops. Leave it alone

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Feedback

383

NAME: Rodney Craig	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

The ongoing removal of parks around the city is a major issue and businesses and those coming into the city for activities need more parking options.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours
Residents parking

Feedback

384

NAME: Wendy Daubs	SUBURB: Paparangi	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

385

NAME: Michael Newman	SUBURB: Seatoun	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Angle parking can and must remain on one side of Thorndon Quay. There is no need to get rid of it - especially if you're grade-separating the cycle lanes - parallel parking is more dangerous and slows down traffic. Simply elongate the angles of the parallel parks to enable safer reversing

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

386

NAME: Brittany McVeigh	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

387

NAME: Steve Kelly	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

388

NAME: AP	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

389

NAME: Shannon Thomason- Tata	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

390

NAME: Quintin Moolman	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

391

NAME: Hayley Moolman	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Feedback is to remove 25m of clearway outside 172 Thorndon Quay (CoKids) to parking 5/10 for parallel parks 7:30-9am and 4-6pm Monday to Friday. A parking bay would be a sensible safe option for us and the kids. Adding another crossing on the northern side of 172 Thorndon quay will increase foot traffic in the area, be used by families and good for local business. The current CoKids drop off is EXTREMELY dangerous for our little kids :(

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

392

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Toni	Woodridge	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

393

NAME: Ryan Rodger	SUBURB: Paparangi	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

394

NAME: Jeff Page	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

395

NAME: Jessica	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

NAME: Anna Kananghinis	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If you change the parks to parallel parking it will slow traffic down during peak times, while cars wait for someone to parallel park. Just tidy up the area, make it safe for pedestrians and cyclists but don't take up the road any more than it is at the moment.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

397

NAME: Matt Jones	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Taking angle parking away is essential for the safety of cyclists. There may be some negative affects on businesses from this change. However the risk is too great. According to Waka Kotahi data there have been 32 crashes involving a bicycle over the last 10 years. If the situation continues, I believe there will be a fatality at some point.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

398

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Tricia jennings	Tawa	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

This change will reduce the number of car parks and have a negative impact on businesses in the area. It is not a good idea.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

399

NAME: Charlotte Pottinger	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Thorndon Quay parking changes – June 2021

Feedback

400

NAME: M Ragg	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Long stay – 4-6 hours

Feedback

401

NAME: Mon Cameron	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Feedback

402

NAME: Simon	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

403

NAME: Ruth Ioveridge	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

404

NAME: Debbie Williams	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

405

NAME: Billy Rodenburg	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Residents parking

NAME: Aria	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Do not make these changes. There already is a huge lack of parking in the area. This is NOT the solution.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

407

NAME: Malcolm McAlister	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

408

NAME: Jack Butler	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

When will you learn that our topography is not fit for the lack of transport options this city has. Adult Cyclists should be registered and pay their share towards road costs and their costs to ACC.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

409

NAME: Emma Tonks	SUBURB: Tawa	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

410

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Greg Binning	Ngaio	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Could we not use some of the Rail land to provide parking and have no parking in this area.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Residents parking

Feedback

411

NAME: Roselle	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

412

NAME: Isaac	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

413

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Caitlin	Thorndon	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

414

NAME: Georgia Cottrell	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Medium stay – 2-4 hours
Residents parking

Feedback

415

NAME: David Cook	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

416

NAME: C Haronga	SUBURB: Wilton	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

This change will result in a ridiculously small amount of parking which will threaten the viability of the businesses in this area , make it difficult for the elderly and less mobile to visit and give too much room for cyclists .Why not have a clear way for cyclists at peak times with angle parking the rest of the time.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

417

NAME: Dale Warburton	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

418

NAME: C J Cleary	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

I am currently concerned about the safety aspect of dropping my child to childcare at Co-Kids. It is particularly dangerous to have to park on the other side of the road, and have to turn around in peak hour traffic to get into the CBD for work. The clearway removed for 25 m of parallel parking would make common sense, be safer for any cyclist travelling at speed, and be safer for my children and me. There is also already an approved Loading Zone in this area which is allowed to operate during the Clearway, so there is already precedent for this. **FEEDBACK IS TO: Remove 25 m of Clearway outside 172 Thorndon Quay - Co Kids Childcare Centre TO P5/P10 for 5 Parallel Parks, 7.30 am to 9pm & 4pm-6pm, Monday to Friday. A Parking Bay would be a sensible safe option (plenty of room) The addition of another crossing northern side of 172 Thorndon Quay will increase foot traffic in the kea, be used by families and children, and good for local business.**

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
 Short stay – 30-60mins
 Medium stay – 2-4 hours

Feedback

419

NAME: Amelia Stuart	SUBURB: Kelburn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Commuter parking – up to 9 hours
Residents parking

Feedback

420

NAME: Dave	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

421

NAME: Saskia Vervoorn	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Don't know

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Feedback

422

NAME: Sue Perry	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

423

NAME: Jenna Kerswill	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

We need angled parking so we can have more people parked along the road, And often if there is only parallel parking people just drive off because they cannot deal with the fuss of trying to parallel park in a busy street, causing traffic to be backed up and anger people, Also parallel parking stresses people out such as me, cause i always mess it up and cause people to stare

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Feedback

424

NAME: Sophie	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Please provide car parking spaces so that business can continue working.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

425

NAME: Tyler	SUBURB: Kelburn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

426

NAME: Mike Tock	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Feedback

427

NAME: Chris Lowrie	SUBURB: Northland	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

428

NAME: Georgia	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Feedback

429

NAME: breana bennett	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

430

NAME: Tim Stewart	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Residents parking

Feedback

431

NAME: prasanna	SUBURB: Happy Valley	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Leave as it is

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

432

NAME: Sarah	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I think it's a great idea. I take the bus down Thorndon Quay every day and see how dangerous it is for cyclists.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

433

NAME: Tor	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Residents parking

Feedback

434

NAME: Zoe	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Parallel parking will make it dangerous for buses, cars and bikers. So many people don't know how to park this way and causes so many more issues

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

435

NAME: Anyone	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

436

NAME: boris smith	SUBURB: Other - Kapiti Coast	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Residents parking

Feedback

437

NAME: Katie	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours
Long stay – 4-6 hours
Commuter parking – up to 9 hours
Residents parking

Feedback

438

NAME: Matthew Bale	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

439

NAME: Graeme Cosslett	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

440

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Patricia	Ngaio	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Ridiculous taking away parks on roads

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

441

NAME: Sandy	SUBURB: Kelburn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The current angle parking on Thorndon Quay is massively underutilized seemingly all hours of the day; I don't see this change causing any real disruption.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

442

NAME: Julianne	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Residents parking

Feedback

443

NAME: Pete	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

444

NAME: Jessica Macauley	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

445

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Curly		Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

There's all ready a lack of car parks

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Commuter parking – up to 9 hours

Residents parking

Feedback

446

NAME: Sally	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Long stay – 4-6 hours

Feedback

447

NAME: David McNaughtan	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

Parking for shopping already at a premium so keep as many parks as possible for short stay. This street is not a community congregation spot so functional is best.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

448

NAME: Mat Hellyer	SUBURB: Tawa	ON BEHALF OF: Wellington Regional Stadium Trust	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

449

NAME: David Marsh	SUBURB: Mornington	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

450

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
James Jackson	Hataitai	Individual	Yes

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Removing parks and increasing the parking prices will kill small businesses on thorndon quay. It will stop single parents from being able to work full time and put a cost on the benefit system as we will bot be able to support our families.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

451

NAME: Ilka	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

452

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Vicki Greco	Island Bay	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

There is no consideration for parents dropping children off at daycare facilities. They only people are the small number of cyclists at the expense of all other road users

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

453

NAME: Lein Ton	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Residents parking

Feedback

454

NAME: Lesley Hooper	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

455

NAME: Jonty	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Long stay – 4-6 hours

Residents parking

Feedback

456

NAME: Odette	SUBURB: Strathmore Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Taking away parking will kill of custom to those businesses - I will travel out to the Hutt now to shop for furniture etc as I know I can get a park out there

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Long stay – 4-6 hours

Residents parking

Feedback

458

NAME: Jeffrey Hazlewood	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

There will no be enough parking.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

NAME: Lisa mclaughlin	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

As stated in my previous comments I have children who dance at the dance studio along thorndon, (Wellington dance and performing arts academy) and the Angled parking is a much safer option to get both kids out of the car on a busy street. These changes are going to hugely impact the parents and also if we are going to lose more parking spaces means walking further to the studio with young children in tow in winter that's not going to be great. I really feel this idea is not a positive one and the parks should stay how they are not become parallel. This is hugely going to effect business owner of the dance studio. I feel if this change goes ahead another pedestrian crossing should be added or a safe drop off area for these parents with young children.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

460

NAME: Jake hazlewood	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I'm worried about how I will be able to take my daughter to her dance lessons on time without adequate parking.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

461

NAME: Beth	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Don't change anything.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

462

NAME: Suzanne Hazlewood	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

The parallel parking is very dangerous both to drivers having to exit cars onto road and passengers opening doors into cycle way Surely the council could take into consideration that most people that use Thornton Key are there for a reason ie local businesses and if the parking is reduced it will greatly affect these businesses

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Long stay – 4-6 hours

Feedback

463

NAME: Penny McCabe	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Wellington is a city that is struggling for business. Taking what parking we have available to visit shops, after school activities churches, cafes medical appointments should not be removed. Get Wellington moving should encourage people into the city by whatever means of personal preferred transport.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Medium stay – 2-4 hours
Long stay – 4-6 hours

Feedback

464

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Casey James	Brooklyn	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

465

NAME: Sandra	SUBURB: Seatoun	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

466

NAME: Sarah Novis	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

467

NAME: Monica	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Residents parking

Feedback

468

NAME: George Clark	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

469

NAME: kamal	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

470

NAME: Angela Houston	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

471

NAME: katie Little	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

472

NAME: J Maddock	SUBURB: Houghton Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I think I will campaign for every councillor and senior officer in the Council to lose their free car parking spaces. They can suffer with the rest of us. An nice OIA to find how many of these hypocrites have car parking spaces

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Long stay – 4-6 hours

Feedback

474

NAME: Andrew	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours
Residents parking

Feedback

475

NAME: Laura	SUBURB: Kingston	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

This is great news for cyclists and buses so much safer. businesses always complain about the loss of parking but we need to start somewhere with promoting use of alternative transport to cars

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Residents parking

Feedback

477

NAME: Jenny Cossey	SUBURB: Strathmore Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

478

NAME: James	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

479

NAME: Bradley	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

480

NAME: Vanessa Webb	SUBURB: Pipitea	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Lots of commuters park their cars on Thorndon Quay and then walk/bus to their work (esp. working parents after childcare drop offs). Reducing parking options for already stretched parents is not helpful and is another reason why people are choosing not to come to shop in the city on weekends. So sad for retailers who are struggling for lack of customers

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

481

NAME: Emma Gordon	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

482

NAME: Sue Skene	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

483

NAME: Sharon	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

484

NAME: Nathalie Leamy	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The 9-hour parking from VTNZ to Capital Gateway need to go! They don't benefit local businesses because one person hogs a parking spot for the whole day and doesn't spend any money in the area; they encourage people who start after 9am to use private vehicles rather than public transport. Increase off peak buses until about 10am and from 2pm to encourage parents who do school drop off/pickup into the bus. The only thing the 9-hour parks achieves is provide heavily subsidised parking to off peak commuters without any local economic benefit.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

485

NAME: Patricia Cooney	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

486

NAME: Isabelle Collins	SUBURB: Other - Kapiti Coast	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours
Residents parking

Feedback

487

NAME: Joe Robins	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

488

NAME: Will Carswell	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

489

NAME: Olivia	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

NAME: Holly Hueston	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I am a parent of a toddler at Co-Kids and I am very concerned about the safety aspect for both my child and myself when dropping him off in the morning. The proposal will not give me anywhere on the CoKids side of the road to stop and take him inside. Instead I will have to park some distance away and then cross 4 lanes of traffic and a double cycleway in order to get safely to the other side of the road! This is putting the safety of our children in serious risk! There is a huge need for parallel parking along Cokids side of Thorndon Quay for parents to drop of their children during the Clearway times. This would be a safe option for both parents, children and cyclists. There is also already an approved Loading Zone in this area which is allowed to operate during the Clearway, so there is already precedent for this.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
 Short stay – 30-60mins
 Medium stay – 2-4 hours

Feedback

491

NAME: Jon Harris	SUBURB: Northland	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

492

NAME: Amit	SUBURB: Paparangi	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

493

NAME: Valerie Arnott	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

494

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Chris Hueston	Other - Lower Hutt	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

I think that removing the clearway to allow parallel parking would be great. It would make it safer for bikes and would provide a safer option for parking when accessing day care.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

NAME: Richard Metcalfe	SUBURB: Other - outside the Wellington region	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Big mistake, less parking available, less people shopping in the street.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

496

NAME: Lisa	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

497

NAME: Tass Larsen	SUBURB: Northland	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

498

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Philip Reeve	Ngaio	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Severly reducing the number of parks is detrimental. I have meetings in the area regularly (vacinity of marae) and often struggle to find a park.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Feedback

499

NAME: Nick P	SUBURB: Northland	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

500

NAME: Kim Vegas	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

501

NAME: Bailey	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

502

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Kate Thomson	Khandallah	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Commuter parking – up to 9 hours

Feedback

503

NAME: Ben Taylor	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I am currently concerned about the safety aspect of dropping my child to childcare at Co-Kids. It is particularly dangerous to have to park on the other side of the road, and have to turn around in peak hour traffic to get into the CBD for work. The clearway removed for 25 m of parallel parking would make common sense, be safer for any cyclist travelling at speed, and be safer for my children and me. There is also already an approved Loading Zone in this area which is allowed to operate during the Clearway, so there is already precedent for this. **FEEDBACK IS TO: Remove 25 m of Clearway outside 172 Thorndon Quay - Co Kids Childcare Centre TO P5/P10 for 5 Parallel Parks, 7.30 am to 9pm & 4pm-6pm, Monday to Friday. A Parking Bay would be a sensible safe option (plenty of room) The addition of another crossing northern side of 172 Thorndon Quay will increase foot traffic in the area, be used by families and children, and good for local business**

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

504

NAME: Robert Cox	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

505

NAME: Glenn Syman	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Removal of the angle parking across the pathway of cyclists is a big plus. However vehicles will still be able to cross and or stop on the cycleway which is unsafe.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

506

NAME: George cook	SUBURB: Melrose	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

507

NAME: Seth Bocknek	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

508

NAME: Anthony Gordon	SUBURB: Pipitea	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Would be great to have some residents parking. Not sure if this is possible because we also want the area to be vibrant on the weekends.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Residents parking

Feedback

509

NAME: Richard Smith	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

510

NAME: Anton	SUBURB: Grenada North	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I am currently concerned about the safety aspect of dropping my child to childcare at Co-Kids. It is particularly dangerous to have to park on the other side of the road, and have to turn around in peak hour traffic to get into the CBD for work. The clearway removed for 25 m of parallel parking would make common sense, be safer for any cyclist travelling at speed, and be safer for my children and me. There is also already an approved Loading Zone in this area which is allowed to operate during the Clearway, so there is already precedent for this. **FEEDBACK IS TO: Remove 25 m of Clearway outside 172 Thorndon Quay - Co Kids Childcare Centre TO P5/P10 for 5 Parallel Parks, 7.30 am to 9pm & 4pm-6pm, Monday to Friday. A Parking Bay would be a sensible safe option (plenty of room) The addition of another crossing northern side of 172 Thorndon Quay will increase foot traffic in the kea, be used by families and children, and good for local business**

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
 Short stay – 30-60mins
 Medium stay – 2-4 hours
 Residents parking

Feedback

511

NAME: VE	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

I am currently concerned about the safety aspect of dropping my child to childcare at Co-Kids. It is particularly dangerous to have to park on the other side of the road, and have to turn around in peak hour traffic to get into the CBD for work. The clearway removed for 25 m of parallel parking would make common sense, be safer for any cyclist travelling at speed, and be safer for my children and me. There is also already an approved Loading Zone in this area which is allowed to operate during the Clearway, so there is already precedent for this. **FEEDBACK IS TO: Remove 25 m of Clearway outside 172 Thorndon Quay - Co Kids Childcare Centre TO P5/P10 for 5 Parallel Parks, 7.30 am to 9pm & 4pm-6pm, Monday to Friday. A Parking Bay would be a sensible safe option (plenty of room) The addition of another crossing northern side of 172 Thorndon Quay will increase foot traffic in the kea, be used by families and children, and good for local business**

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

NAME: Natasha Jennings	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I note that the changes that are proposed are great for cyclists, but to the detriment of all other road users (walkers and motorists included). For businesses, the removal of parks removes the ability to shop at these stores. How can a person dine at any of the restaurants if they cannot park close by? How can you shop at any of the stores if you are not able to access them? You are also forcing those who drive and walk to work, into the already congested parking buildings in the central city. From a safety perspective, the parking has removed my ability to safely drop my child to childcare at Co-Kids. I have to park on the opposite side of the road and cross (in peak traffic) with a child in tow. That risk is multiplied when you have more than one child in your care. I appreciate that there is a Clearway, however there is already a Loading Zone in this Clearway so can a similar concession be made to provide safe parking for other road users? I advocate for the removal of the clearway and the placing of parks so that you can support the business in the area. I also advocate for an additional pedestrian crossing in light of the removal of parking options (ie if the angle parks and removed in favor of parallel parks)

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
 Medium stay – 2-4 hours
 Commuter parking – up to 9 hours

Feedback

513

NAME: bhawana	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Angle parking

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

514

NAME: Joanna Macfarlane	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Medium stay – 2-4 hours
Residents parking

Feedback

515

NAME: Rocio Monge	SUBURB: Glenside	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

516

NAME: Oliver Robertson	SUBURB: Pipitea	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

I agree with the change, but just think it should be noted that apartment buildings are coming to this stretch of road - so perhaps thought should be given to residential parking options, as opposed to parking for customers in the many shops that currently are on TQ (but which may not be there in the future as the street becomes more residential).

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Residents parking

Feedback

517

NAME: Melissa Glynan	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Residents parking

Feedback

518

NAME: Elliot	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

519

NAME: Alex Hart-Smith	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Residents parking

Feedback

520

NAME: Sam Goodwin	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

522

NAME: Florence de Roo	SUBURB: Pipitea	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

**Medium stay – 2-4 hours
Residents parking**

Feedback

523

NAME: AJ Gray	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

524

NAME: Aidan Boyle	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

As a daily bicycle commuter along Thorndon Quay I think the removal of angle parks is absolutely essential. I've seen many near misses and dread the day when a reversing driver doesn't stop for a passing cyclist.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Residents parking

Feedback

525

NAME: Rachael	SUBURB: Horokiwi	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Don't know

Do you wish to make any comments about this Thorndon Quay parking change?

While the changes in general are positive, the proposal does not address the current issues related to dropping off young children at CoKids at 172 Thorndon Quay. The district plan permits daycare operation in this area without consideration of traffic effects, which has caused this situation. The present situation for CoKids parents creates hazards for children, parents/carers, cyclists and other vehicles because there are no parks outside the CoKids building between 7am - 9am. Parents/carers, therefore, are required to park on the other side of the very busy road and cross with young children at peak traffic times (in many cases adults are managing two young children). There are no pedestrian crossings that assist near the relevant parks. Alternatively, parents/carers parallel park outside the building to avoid a dangerous crossing situation and then must cross the cycle lane on entrance and exit. It is not clear from the current supporting documents what exactly is proposed outside of the CoKids building. It appears parallel parks are supported but the operable time of day is unclear (the detailed plans and traffic resolution document for Thorndon Quay indicates that the proposed parallel parks located in a current clearway will remain subject to clearway status in the morning). To remedy the significant safety issues of the status quo and potentially the proposal, the changes should include:

- at least 5 P5/10 parallel parks immediately outside the CoKids building that are not a clearway between 7am-9am (or a permanent parking bay); and
- a pedestrian crossing near the parks northbound which are expected to be used when the closest parks are all in use (which would also be useful for the surrounding businesses).

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

526

NAME: Bryce Telford	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

527

NAME: D. Twomey	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

I am currently concerned about the safety aspect of dropping my child to childcare at Co-Kids. It is particularly dangerous to have to park on the other side of the road, cross the road with toddlers and have to turn around in peak hour traffic to get into the CBD for work. The clearway removed for 25 m of parallel parking would make common sense, be safer for any cyclist travelling at speed, and be safer for my children and me. There is also already an approved Loading Zone in this area which is allowed to operate during the Clearway, so there is already precedent for this. **FEEDBACK IS TO: Remove 25 m of Clearway outside 172 Thorndon Quay - Co Kids Childcare Centre TO P10 for 5 Parallel Parks, 7.30 am to 9am & 4pm-6pm, Monday to Friday. A Parking Bay would be a sensible safe option (plenty of room). The addition of another crossing northern side of 172 Thorndon Quay will increase foot traffic in the area, be used by families and children, and good for local business. Also, conscious of the car lane width heading south when standard parallel carparks are being utilized - the changes made further back on Hutt Rd a few years ago have meant driving in the left lane can be problematic space wise**

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

528

NAME: Tim	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Why don't we ever help ease parking in these areas with parking buildings, sure walking, cycling and busing helps but you hit winter and less people want to do the first two, there will be extra demand for driving. Point being if there was more dedicated parking buildings you could remove more of these on street parks with less kick back.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours
Commuter parking – up to 9 hours
Residents parking

Feedback

529

NAME: Conrad Pearce	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

530

NAME: Carolyn Barron	SUBURB: Broadmeadows	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

531

NAME: Aygul	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

I am very worried about the safety of dropping and picking up my child at daycare Co-Kids. It is very dangerous to park on the other side of the road and having to turn around in peak hour traffic to get to the CBD to work. The clearway removed for 25 m of parallel parking would make common sense, be safer for any cyclists travelling at speed and be safer for my children and me. There is also already an approved Loading Zone in this area which is allowed to operate during the clearway, so there is already precedent for this. This feedback is to: remove 25 m of clearway outside 172 Thorndon Quay - Co Kids Childcare Centre TO P5/P10 for 5 Parallel Parks, 7.30 am to 9 pm and 4pm-6pm, Monday to Friday. A parking bay would be a sensible safe option (plenty of room). The addition of another crossing northern side of 172 Thorndon Quay will increase the foot traffic in the area, be used by families and children, and good for local businesses

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

532

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Richard	Newlands	Individual	

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Shops need parks for people to get to them. Every time i drive down DURING WORK HOURS they are being used.... has a clearway from 7-9 and 5-7 been considered?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

533

NAME: Maneesha Cumaranasinghe	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

I am currently concerned about the safety aspect of dropping my child to childcare at Co-Kids. It is particularly dangerous to have to park on the other side of the road, and have to turn around in peak hour traffic to get into the CBD for work. The clearway removed for 25 m of parallel parking would make common sense, be safer for any cyclist travelling at speed, and be safer for my children and me. There is also already an approved Loading Zone in this area which is allowed to operate during the Clearway, so there is already precedent for this. Remove 25 m of Clearway outside 172 Thorndon Quay - Co Kids Childcare Centre TO P5/P10 for 5 Parallel Parks, 7.30 am to 9pm & 4pm-6pm, Monday to Friday. A Parking Bay would be a sensible safe option (plenty of room) The addition of another crossing northern side of 172 Thorndon Quay will increase foot traffic in the kea, be used by families and children, and good for local business

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Medium stay – 2-4 hours

Feedback

534

NAME: Tony Carter	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

535

NAME: Sheena Thomas	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

(Feedback also provided on previous page) While I support changing the angled parks to parallel parks, please also ensure that parallel parks outside childcare centres are allowed to operate even during peak hours/during the existing clearway period. I am very concerned about the safety of my child and other children if this is not confirmed as part of the changes. My child goes to Co-Kids Thorndon Quay, and their leased parking unexpectedly came to an end. It's now incredibly dangerous for me to drop my child off on the way to work when I'm coming from the Northern suburbs. Basically I have to pull a u-turn in peak hour traffic to park on the other side of the road, cross the road with my toddler, cross back to my car, then pull another u-turn in peak hour traffic! I am not the only one who does this. Luckily I am only dropping off one child. Can you imagine a parent trying to look after a toddler and a baby, crossing the road with them and somehow ensuring the toddler doesn't run across the road and get hit by a vehicle while they are getting their baby out of the car seat? This is such an accident waiting to happen. So, my request is that the clearway directly outside Co-kids is removed for 25 m of parallel parking, which would still leave plenty of room for cyclists. To be honest, I do not understand why this hasn't been done already, given there is a **LOADING ZONE** allowed to operate in basically the same spot, and I don't recall any consultation over this. So clearly there is already precedent for being able to do this safely. Please, please, avoid a major incident involving children on Thorndon Quay and remove the clearway directly outside co-kids. My child loves the teachers there and he is learning lots. The management there worked really hard to retain all their teachers during lockdown and it's unfair on them to be impacted by this. Supporting childcare centres in the city also enables parents to work and contribute to businesses in CBD. To summarise, my feedback is to: Remove 25 m of Clearway outside 172 Thorndon Quay - Co Kids Childcare Centre TO P5/P10 for 5 Parallel Parks, 7.30 am to 9pm & 4pm-6pm, Monday to Friday. A Parking Bay would be a sensible safe option (plenty of room). Also: The addition of another crossing northern side of 172 Thorndon Quay will increase foot traffic in the area and be used by families and children. Thank you.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Medium stay – 2-4 hours

Feedback

536

NAME: Anna	SUBURB: Kelburn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

537

NAME: Hayden Smith	SUBURB: Kilbirnie	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Feedback

538

NAME: Shaun Brennan	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

539

NAME: Vanessa Adams	SUBURB: Pipitea	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Free parking on Sundays would be great! Or perhaps free after 2 hours. We live on Thorndon Quay and it would be nice when people come visit to not have to pay lots in parking. Sundays are very quiet and this might bring more people to the businesses as well.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Feedback

541

NAME: Cathy Woods	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Commuter parking – up to 9 hours

NAME: Ben Sherman	SUBURB: Pipitea	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I think free weekend parking, or some kind of coupon parking should be considered. Also consider lifting the two hour limit. it all makes parking for residents and visitors difficult on the weekend and there is no parking shortage.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

543

NAME: Patricia & Robin Yarrow	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

544

NAME: Nikki Byron	SUBURB: Other - outside the Wellington region	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

Try not to lose too many parks in the process.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

546

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Johan	Te Aro	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

To summarise, my feedback is to: Remove 25 m of Clearway outside 172 Thorndon Quay - Co Kids Childcare Centre TO P5/P10 for 5 Parallel Parks, 7.30 am to 9pm & 4pm-6pm, Monday to Friday. A Parking Bay would be a sensible safe option (plenty of room). Also: The addition of another crossing northern side of 172 Thorndon Quay will increase foot traffic in the area and be used by families and children. Thank you.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Commuter parking – up to 9 hours

Feedback

547

NAME: Herb Stevenson	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Residents parking

Feedback

548

NAME: Ross Wilkes	SUBURB: Seatoun	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

549

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Ceecee	Ngaio	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Residents parking

Feedback

550

NAME: Michelle Lewis	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

A variety of parking times should be provided rather than a blanket time to cater for the range of purposes.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

551

NAME: Cam Vannisselroy	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

552

NAME: Rowan P Hannah	SUBURB: Glenside	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

553

NAME: Rebecca Small	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Please see my previous comments regarding the safety of preschool age children

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

554

NAME: Kevin Wayman	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

555

NAME: Steph Edlin	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Already hard enough to find a park without you taking all the parks away

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

557

NAME: Kerry Walsh	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

In the center of Thorndon Quay parking is at a minimum now and will drastically affect businesses. There was a business impact study done a few years ago by the WCC. Where is that now? Why are the results not being made public???

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

558

NAME: Aidan	SUBURB: Seatoun	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

559

NAME: Brian R	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

560

NAME: Nicholas Cox	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Residents parking

Feedback

561

NAME: Scott Miller	SUBURB:	ON BEHALF OF: Silvester Clark	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

The loss of parking will negatively impact on businesses here. It is not an easy walking distance from the centre of the city.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

NAME: Matthew Browne	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

There will need to be more off-street parking to allow for current usage numbers and population growth. The parallel parking is going to lead to traffic delays as there is no room to move around people try to park. It is inevitable that the pro-cycling members of the council are going to get all of the cycleways they want in the name of safety, but car using ratepayers and local businesses need to also be accommodated in these plans - if you are going to remove half the car parks in the cycle-way areas then you have to build some car parking buildings. Not everyone in hilly, windy and rainy Wellington wants to get on a bike or the expensive buses. It is impractical (or arrogant) to think most people will just bike places because you enjoy your bike. I won't be. I don't want to, I don't enjoy it and it is impractical for my family. I do pay rates and road user charges though and should be accommodated in my city's transport plans alongside the vanity projects.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

563

NAME: Barry Green	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

564

NAME: julia	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Residents parking

Feedback

565

NAME: Karen	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

566

NAME: James Francis Mackrell Dunne	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

567

NAME: Louwrens Viljoen	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I think it is a great idea to remove angle parking as this is dangerous.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

**Medium stay – 2-4 hours
Residents parking**

Feedback

568

NAME: Penny	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

569

NAME: Kayleigh Lewis	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours
Residents parking

Feedback

570

NAME: Ang	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Reinstate angle parking and get people back shopping along Thorndon Quay again and let's not forget to remove the dangerous cycle lane!!!!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

571

NAME: Ian Wards	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

572

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
S Harris	Ngaio	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

573

NAME: Daniel Hawinkels	SUBURB: Tawa	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

574

NAME: Darien	SUBURB: Pipitea	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Commuter parking – up to 9 hours

Feedback

575

NAME: Tanya Radford	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours

Feedback

577

NAME: George Serderis	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

its good that you are removing parallel parking. Its a concept from the dark ages.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

578

NAME: Nick Leffler	SUBURB: Aro Valley	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Long stay – 4-6 hours

Feedback

579

NAME: Alice Hartley	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Long stay – 4-6 hours

Feedback

580

NAME: Murphy Sciascia	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

I am currently concerned about the safety aspect of dropping my child to childcare at Co-Kids. It is particularly dangerous to have to park on the other side of the road, and have to turn around in peak hour traffic to get into the CBD for work. The clearway removed for 25 m of parallel parking would make common sense, be safer for any cyclist travelling at speed, and be safer for my children and me. There is also already an approved Loading Zone in this area which is allowed to operate during the Clearway, so there is already precedent for this.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

581

NAME: Greg	SUBURB: Roseneath	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

582

NAME: Brendan	SUBURB: Other - outside the Wellington region	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

583

NAME: Adam Rossiter	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Short stay best. Its not a shopping area where you spend hours on end.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

584

NAME: Sue Patel	SUBURB: Woodridge	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

585

NAME: Sam Foley	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

This needs to happen as soon as possible. It is an extreme safety hazard for cyclists now.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

586

NAME: Ian	SUBURB: Pipitea	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

This would be for residents of Thorndon Quay; not from other locations

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Residents parking

Feedback

587

NAME: Grant Uridge	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

588

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Christine	Other - Lower Hutt	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

589

NAME: Bryan Halliday	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

590

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Amar	Hataitai	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

592

NAME: Robbie	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

593

NAME: Stephen Hall	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

There are few places for people going into town who want to park for more than two hours. I park here all the time in the weekend and sometimes in the week and will likely not come to the city any longer if this parking is either kept or replaced with suitable alternatives.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

NAME: John Wright	SUBURB: Other - Kapiti Coast	ON BEHALF OF: Organisation (please specify below)	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Parking spaces will be lost. People still use cars and more and more will change to electric vehicles. Public transport is not efficient enough for people who live out of the city to use it...that's why trains during the day are reduced to 1/2 carriages. Let's build more cycle lanes for cyclists who then ignore them and also road rules like traffic lights etc

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Medium stay – 2-4 hours
Residents parking

Feedback

595

NAME: Robert Laurenson	SUBURB: Tawa	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

NAME: Nicola Isaacs	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Where are Thorndon Quay apartment dwellers meant to park their cars if both sides of the road are cleared for buses during peak periods? It feels like you're making major changes to Thorndon Quay to suit people who have a fleeting interaction with the street twice a day, at the expense of people who live here and businesses that try to make a living here.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Residents parking

Feedback

597

NAME: Paul Spencer	SUBURB: Broadmeadows	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Kirsty Smith	Island Bay	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

As a user of this parking very happy to see removal of the angle park. Often you have to back out with no visibility of the oncoming traffic due to oversized cars parked next door. It's dangerous and high time it was removed on such a busy road. I only use it as cheap parking for work, and that definitely not the kind of parking you should be prioritising in 2021.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

599

NAME: Matt Ottaway	SUBURB: Wilton	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

600

NAME: Stuart Cowley	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

601

NAME: Nick	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

602

NAME: Ameka Weston	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Backing out from a angle park on Thorndon Quay is always very nerve wracking. You have to be so careful there's no bikes or cars coming.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

603

NAME: Thomas Bryan	SUBURB: Lyllall Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

604

NAME: Sue White	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

605

NAME: Annabelle Freestone	SUBURB: Broadmeadows	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Medium stay – 2-4 hours
Commuter parking – up to 9 hours
Residents parking

Feedback

606

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Karen	Island Bay	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

607

NAME: DJ Hunt	SUBURB: Pipitea	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours
Residents parking

Feedback

608

NAME: Morgan	SUBURB: Berhampore	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Feedback

610

NAME: Shefali	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I am currently concerned about the safety aspect of dropping my child to childcare at Co-Kids. It is particularly dangerous to have to park on the other side of the road, and have to turn around in peak hour traffic to get into the CBD for work. The clearway removed for 25 m of parallel parking would make common sense, be safer for any cyclist travelling at speed, and be safer for my children and me. There is also already an approved Loading Zone in this area which is allowed to operate during the Clearway, so there is already precedent for this. **FEEDBACK IS TO: Remove 25 m of Clearway outside 172 Thorndon Quay - Co Kids Childcare Centre TO P5/P10 for 5 Parallel Parks, 7.30 am to 9pm & 4pm-6pm, Monday to Friday. A Parking Bay would be a sensible safe option (plenty of room) The addition of another crossing northern side of 172 Thorndon Quay will increase foot traffic in the kea, be used by families and children, and good for local business**

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

611

NAME: Shane	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

612

NAME: Jodie O'Neill	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Commuter parking – up to 9 hours

Feedback

613

NAME: Bridget Jennings	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

614

NAME: ROB VAN DER WAL	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

615

NAME: Kevan Scott	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

616

NAME: Marina Adams	SUBURB: Other - Waiarapa	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

617

NAME: Robert Lau	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

618

NAME: Ashley Stuart	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

619

NAME: Kelvin Wills	SUBURB: Crofton Downs	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Residents parking

Feedback

620

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Pauline Brown	Ngaio	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Residents parking

Feedback

621

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Shane	Aro Valley	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

622

NAME: Andrew Langton	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Residents parking

Feedback

623

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Mark	Ngaio	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

624

NAME: Dominic Strogen	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

625

NAME: JR Reginaldo	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

626

NAME: Blake	SUBURB: Takapu Valley	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

There are already not enough parks around this area. Parks should not be reduced for drivers. It cost time and money for people doing business in the area trying to find a park and a big hassle for shoppers and commuters to find parks

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Feedback

627

NAME: Sally	SUBURB: Wilton	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Residents parking

Feedback

628

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Dave	Karori	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Long stay – 4-6 hours

Feedback

629

NAME: Scott	SUBURB: Wadestown	ON BEHALF OF: Sylvia's Mothers House Limited	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Taking away parking will affect business in Thorndon Quay. It might look nice but this is mostly design shops and business and big items like beds where people will drive in most cases to these shops. People will drive to Lower Hutt or Porirua and these shops and businesses will suffer.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

630

NAME: Jen	SUBURB: Melrose	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Long stay – 4-6 hours

Residents parking

Feedback

631

NAME: Natasha Stillman	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

632

NAME: Michael Baughen	SUBURB: Broadmeadows	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Medium stay – 2-4 hours

Feedback

633

NAME: john	SUBURB: Wilton	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Long stay – 4-6 hours

Feedback

634

NAME: Eteuati Ete	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

635

NAME: Mele Wendt	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

The current parallel parking is dangerous. You can't see when you're backing out, and I'd imagine there are a few crashes there regularly

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

636

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Keith Robertson	Khandallah	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

637

NAME: Mark Coburn	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Medium stay – 2-4 hours

Feedback

638

NAME: Bryony Hutcheson	SUBURB: Kilbirnie	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

639

NAME: Destiny Satiu	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

The current clearway removed for parallel parking especially outside the Co Kids daycare would be common sense and beneficial for parents dropping off their kids & cyclists travelling at speed. Would also be safer for me and my child to get out of the car & be able to park without disrupting others.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours
Long stay – 4-6 hours
Commuter parking – up to 9 hours

Feedback

640

NAME: Annabel Fordham	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

641

NAME: Nil	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

See previous comments - these parks are full on the weekend. Where are people meant to park when public transport isn't a viable option?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Feedback

642

NAME: Hine	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Medium stay – 2-4 hours

Feedback

643

NAME: Kieran Brown	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

644

NAME: Katja Feldtmann	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

645

NAME: Chris	SUBURB: Aro Valley	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I don't believe parallel parking would be safer than the current angle parking. I mean have you driven through the CBD recently? There seems to be a very large proportion of motorists that couldn't parallel park to save their lives not to mention the congestion and flow on effects from frustrated drivers. Leave the angled parking spaces please

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

646

NAME: Beverley Dodd	SUBURB: Kingston	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

647

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Selena	Hataitai	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

648

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Kirsten	Roseneath	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

There is nowhere to park if you work here, that is before 9am.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Feedback

649

NAME: David Koedyk	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

650

NAME: Joe Purdy	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Residents parking

Feedback

651

NAME: Clare	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Commuter parking – up to 9 hours

Feedback

652

NAME: Jonathan Coppard	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

653

NAME: Rebecca	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

**Medium stay – 2-4 hours
Residents parking**

Feedback

654

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Anna	Ngaio	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

655

NAME: Campbell Garrett	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

656

NAME: Stefan	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours

Feedback

657

NAME: Farzad	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

658

NAME: Lynette	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Parallel parking holds up traffic. Look at Ghuznee /Vivian St. You drive and think what's going on. Oh, someone is parking under pressure. Current angle parking has room to slow and reverse without impeding. These changes smack of not understanding Wellington. We have hills, wind, rain. We are not a cycling mecca like Amsterdam. We don't have small Thorndon or city shuttles that rove like a hop on hop off. Only then can taking parking away begin to work!!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

659

NAME: Mike Ellis	SUBURB: Northland	ON BEHALF OF: Soundline Audio	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

We believe the reduced number of parks will be insufficient to support business in the area. Our clients come from all over the region to visit us.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

660

NAME: Ben Zwartz	SUBURB: Vogeltown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

661

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Regan Gibbons	Te Aro	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Commuter parking – up to 9 hours

Feedback

662

NAME: Jonathan Addis	SUBURB: Other - outside the Wellington region	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

663

NAME: Mateusz Uzdowski	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

664

NAME: Janet Rhodes	SUBURB: Other - outside the Wellington region	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Loss of parking needs to be compensated by improving the frequency and hours of availability of public transport.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

665

NAME: Kirk Burgess	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Residents parking

Feedback

666

NAME: Nicholas Gibb	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Angle parking doesn't even work for cars, let alone any other type of road user.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

NAME: Ed Oosterbaan	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Disclaimer: I am a cyclist who uses this route daily from the Hutt valley. However, I am very concerned with the assumed benefit that a dedicated bus lane will improve reliability etc during peak time. In 5 years of riding every day along this route at peak time, the ONLY time there is ever any congestion for cars along here is when the entire city is gridlocked due to a crash. Perhaps the only cause of congestion here at peak times is motorists giving way to pedestrians (unnecessarily) on the divided zebra crossings. PLEASE go out there and observe the REAL traffic flows before you narrow a street unnecessarily.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

668

NAME: Julianne Leggott	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

669

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Kate	Wilton	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

670

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Richard Clemo	Island Bay	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

So unsafe currently, so very supportive of change. Businesses need to see it to believe that business won't be impacted, they'll still get delivery vehicles, and it will be more pleasant.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

671

NAME: Rick Manley	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

There should be a mixture of timed parking, from short term to 2-4hrs to ensure there is the right mix of parking for those that might be going for meal, longer shopping etc.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

672

NAME: Cheryl Robilliard	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

673

NAME: Christopher Laurie Wong	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

674

NAME: Mike Henderson	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

675

NAME: Hamish	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

676

NAME: Mike Simpson	SUBURB: Strathmore Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

677

NAME: Dr Marion Leighton	SUBURB: Newtown	ON BEHALF OF: Doctors for Active, Safe Transport	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

While parallel parking is safer than angle, it does not make it safe. Car doors opening into cyclists and pedestrians trying to cross the road blindly is still a problem. This must be extremely temporary and the aim of safe passage along the street over parking is essential.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Medium stay – 2-4 hours
Residents parking

Feedback

678

NAME: Natalie Crane	SUBURB: Vogeltown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Please do this as soon as possible, to make cycling safer.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

NAME: Stephanie Dow	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Companies such as the tyre place and mechanics need to have access to longer term parking so that their customers can drop vehicles off on the way to work, and collect them again on the way home. If you reduce the number of available parks for this use, these businesses in particular, will suffer

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

680

NAME: Gareth	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Commuter parking – up to 9 hours

Feedback

681

NAME: Simon J Shaw	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

682

NAME: Andrew Dinsdale	SUBURB: Wellington Central	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

683

NAME: Cameron Brown	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

684

NAME: Leen	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Commuter parking – up to 9 hours

Feedback

685

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Ross	Ngaio	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Very supportive of changes, parking in the area often seems under utilised.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

686

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Andy davies	Hataitai	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The current setup is lethal for cyclists, Dangerous for pedestrians and scary for motorists reversing into the path of bike and car traffic, especially when behind a larger vehicle parked next to them. Whoever designed it originally need their head read.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

687

NAME: Andrew Carman	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

688

NAME: aidy J sanders	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

689

NAME: Alistair Crossling	SUBURB: Wilton	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

691

NAME: Hilary Lam	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Hello there, I have a niece attending Co Kids centre at Thorndon Quay and I drop her off at the centre every morning around 8:45am. I strongly request to have a couple of parallel parking in front of the centre. This area has been very dangerous for us as well as the other family. I have seen cyclist travelling at high speed, swearing at us while we are crossing the road. As you can imagine the area can be very busy and pack with cars, busses and cyclists, it has been very stressful and dangerous for us as well as the other road users. This issue has to be resolved immediately as I fear that there will be more crashes and injuries.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

692

NAME: Corinne RIVOALLAN	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

693

NAME: Moses Williams	SUBURB: Berhampore	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Angle parking is incredibly stressful to cycling and potentially deadly. This has to be remedied.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

694

NAME: Rory	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

695

NAME: Alex Litherland	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

696

NAME: Stacy	SUBURB: Kaiwharawhara	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

697

NAME: Jackson Reilly	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

698

NAME: Simon Templar	SUBURB: Tawa	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Keep the angle parks at least on one side of the road - maybe the opposite side from the proposed cycle way

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Long stay – 4-6 hours

Feedback

699

NAME: Michael Norris	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

700

NAME: Nick Axten	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

701

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Toni Jack	Churton Park	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

702

NAME: Nick Engelback	SUBURB: Wilton	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

703

NAME: Ross Craig	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

Parallel parking is much safer.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

704

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Chris Hurley	Johnsonville	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Reducing parking spaces for consumers using businesses in this area is not an option without providing additional supplemental parking.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

705

NAME: Jo	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Why do WCC want to take away all our car parks.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

706

NAME: Patrick	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

707

NAME: Bonita Edwards	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Long stay – 4-6 hours

Feedback

708

NAME: Kain Glensor	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Residents parking

Feedback

709

NAME: Jo	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

710

NAME: Kirsten Malpas	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

711

NAME: Hilary	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

712

NAME: Warren	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

713

NAME: Katrina Ching	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

714

NAME: Anita Easton	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

People do need to be able to pop quickly into a shop or pick something up from around there. A smaller number of sensible parallel parks would be perfect for that. There's no need for commuters to park there.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

715

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Nick	Other - Porirua	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

So, so dumb. It's already packed Saturday mornings during dance class...this would be the push we needed to cancel classes and do something more local in Porirua. Don't make it worse

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

716

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Mario	Island Bay	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Some people won't be happy, others will. You can't please everyone. We could also investigate the construction of a car park with several levels to facilitate parking and not impact shopping too much

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

717

NAME: Alice Fage	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

718

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Alex	Te Aro	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

719

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
S Adair	Kelburn	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

as per previous comment on reduction in number of parking spaces.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

720

NAME: Brady Dyer	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

721

NAME: Phil Dickson	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours
Residents parking

Feedback

722

NAME: Carrie	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

It has low occupancy due to the extortionate price to park per hour now. Emergency staff for ambulance and fire rely on these spaces to be able to park for work and you are planning to reduce options

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

723

NAME: brittany hosey	SUBURB: Berhampore	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

keep the streets as they are, don't fix something that isn't broken! the parking is an essential thing on this side of time due to very large organisations being around this area and rely on cars as transport due to needing them for our job. It is going to be a dangerous change esp on that road it is constantly busy. **DO NOT CHANGE AND REMOVE THE PARKING**

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Commuter parking – up to 9 hours

Feedback

724

NAME: Jörg Kluge	SUBURB: Vogeltown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

725

NAME: Brett Steer	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Commuter parking – up to 9 hours
Residents parking

Feedback

726

NAME: Stella	SUBURB: Berhampore	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Keep angle parks

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

727

NAME: L k	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

728

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Fran	Island Bay	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Don't take away any more parking then there already exists - won't speak already know they don't listen !

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

NAME: Kura McCaskill	SUBURB: Ngaiu	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I'm really glad the parking is changing from angle parking. As it currently is it's so dangerous, I've had quite a few close calls and I've often thorght it was both a weird waste of space, and not providing enough room to safely navigate. I quite often find my self needing to cross the yellow center line in order to avoid cars/ cyclists that have moved unexpectedly. The cycle lane further up is great, but that stretch is a death trap and this new proposal looks great. Good work.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

730

NAME: Kevin Forward	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

731

NAME: Andrea Woods	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Removing more Parking is a ridiculous idea. It will be terrible for the businesses. Getting rid of car parks will not make me ride a bike. It will make me head out of town to do shopping or shop online.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Long stay – 4-6 hours

Feedback

732

NAME: Lucy	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

733

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Mike krause	Thorndon	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

734

NAME: Mike	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

735

NAME: Jené Hattingh	SUBURB: Ohariu	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

There isn't enough parking as there is!!! Please don't change the parking! We have a shortage and this just creates more issues. Not solving the real problem here.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

NAME: Andy barker	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Don't remove any parks!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

737

NAME: Jan Asmuth	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

738

NAME: Barbara Mandiola	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

NAME: Jack	SUBURB: Kelburn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Parking is at a premium already in the city, and people will continue to drive and park to get into businesses along Thorndon Quay

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

740

NAME: Anne O’Driscoll	SUBURB: Vogeltown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

741

NAME: Chris Rosser	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

742

NAME: James Fluker	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

743

NAME: Luke Stewart	SUBURB: Northland	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Strongly support removing angle parking here. It's the main cycling route into city from north and is not fit for purpose currently.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

744

NAME: Emma	SUBURB: Paparangi	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

745

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Dan	Ngaio	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Parallel parks can take longer to park than angled parks. This will cause traffic delays as vehicles enter/exit these.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

746

NAME: Teresa	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

747

NAME: Gautam Dewan	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Long stay – 4-6 hours

Feedback

748

NAME: Dylan Packman	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

749

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Kirsty	Tawa	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Please go ahead and make this area safer for cyclists. The clear way in the morning is fantastic but riding north home at night is the riskiest part of my commute.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

750

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Bellum	Thorndon	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Do not waste Rate payers money on useless projects Just focus on provision of basics such as water, sewage and clean spaces

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

751

NAME: Regan Dooley	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

752

NAME: Matt Shipman	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

754

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
David Moss	Other - Lower Hutt	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

755

NAME: Johno Tunnell	SUBURB: Other - outside the Wellington region	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

756

NAME: Yvonne Weeber	SUBURB: Lyll Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

You shouldn't have any long stay parking in this area. I should know I have used it in the past but don't any more. If you have a good frequent bus service and excellent cycle lane facilities you don't need long stay carparking. Also its better for the business to have short stay carparking only.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

757

NAME: Zoe Heine	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

758

NAME: Marilyn Northcotte	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

759

NAME: sally simmonds	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

760

NAME: Tanaya Shangarpawar	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I am a resident on Thorndon Quay. Would love to see resident's parking prioritized and cheaper parking rates since it's not the inner city. At least resident's parking for night time as I take my car to work during the day.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Residents parking

Feedback

761

NAME: Asher Emanuel	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Medium stay – 2-4 hours

Feedback

762

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Diane	Thorndon	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

DO NOT change to parallel parking. There is insufficient parking now, reducing it will only make things worse. The businesses rely on customers to survive, don't cut their lifeline.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

763

NAME: Dave Chowdhury	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

It's absolutely essential to remove angle parking given the safety issues for cyclists. Long stay parking should not be encouraged. I don't support residents parking

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

764

NAME: Michael Salanoa	SUBURB: Rongotai	ON BEHALF OF: Tranzurban	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Bus layup is being at the Railway interchange on Lambton Quay is being relocated to 248 Thorndon Quay, how will cyclist and pedestrian safety be mitigated with the proposed increase of cyclist and pedestrian traffic through Throndon Quay?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

765

NAME: Katy Pearce	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

This area is always very full with parked car! How can reducing the parking be beneficial for local kiwi businesses? I would also assume less revenue for the council if all you are thinking about is yourselves.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

766

NAME: Sia	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

767

NAME: Maria Kalachova	SUBURB: Vogeltown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

As I've said, there already isn't enough parking here for all the business, this is a heavy business area, and people park here as well because it's the last area with parking for quite a distance. For example I park here even to drop my kid at queen Margaret college.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

768

NAME: Felicity	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

769

NAME: Kate Redgewell	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

NAME: Stacey	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

As a driver I am concerned about the cyclists. I find it rather dangerous having to look in both directions for cyclists when pulling in to places and concerned this change will make it worse. Also, pedestrians will now need to cross through cycle lanes, again with more risk as they come from both directions. I would put directional cycle lanes on either side instead.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours
Residents parking

Feedback

771

NAME: Shirley Wu	SUBURB: Wellington Central	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

772

NAME: Judy Petrie	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Kaye Wilson	Kilbirnie	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I park outside Wellington Dance 5 days a week. Parking now is madness. reducing the parking numbers is only going to cause more issues and spread the cars further along Thorndon Quay. I'm not sure you have thoroughly investigated the impacts of your proposal. Many families travel from outside of the CBD to this location and have to stay there during lessons. There needs to be parking to enable this. Also the child care facility needs pick up and drop off parking too. There has already been a number of parks reduced in this space due to a new building going up, and this has impacted on pick up and drop offs. It is only going to force us to park on Hobson Street in the residents only parking. That will only inflame them.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
 Short stay – 30-60mins
 Medium stay – 2-4 hours
 Residents parking

Feedback

774

NAME: KAREN	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Long stay – 4-6 hours

Feedback

775

NAME: Simon Cole	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

776

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Linda	Northland	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Feedback

777

NAME: Paula Richards	SUBURB: Glenside	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Parking prices should not increase. Please think of the local businesses. Parallel parking will also reduce the number of parks available

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

778

NAME: Susan Yang	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

779

NAME: Blair Simpson	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Residents parking

Feedback

780

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Jamie Hoare	Newtown	Individual	

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

781

NAME: Kate	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

A designated parking are for parents dropping off or collecting children from childcare or dancing lessons

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

782

NAME: Wendy LePine	SUBURB: Other - Kapiti Coast	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Zero thought has been given to the businesses in the area. Is the Council going to reduce their rates and this will most certainly effect their businesses

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Commuter parking – up to 9 hours

Feedback

783

NAME: Morris Rees	SUBURB: Oriental Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

The loss of angle parking will severely inconvenience care givers dropping and picking up children at the Wellington School of Dance.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

784

NAME: Simon Vita	SUBURB: Berhampore	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

current angle parking and painted bike lane are less than useless. Even medium size vehicles hang out into the lane and in places the lane paint directs cyclists into parked cars.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Commuter parking – up to 9 hours

Feedback

785

NAME: Karen Oldfield	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

786

NAME: Jo	SUBURB: Hataitai	ON BEHALF OF: Wellington Dance Academy	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

787

NAME: Susan Lennie	SUBURB: Tawa	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

NAME: Emma	SUBURB: Strathmore Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

This seems to favour cyclists and buses but what about pedestrians? Particularly children leaving parked cars or crossing roads to enter into their dance school? How are you going to ensure their safety?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

789

NAME: Lyn Garrett	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

791

NAME: Mark	SUBURB: Seatoun	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

People use their cars in this area a lot. This is a vital vehicle link that needs to be preserved as it feeds the Stadium, businesses, Wgth Dance, ETCO, and provides a link to the Railway Station and Wellington CBD. Parking is also vital.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

NAME: Susan Varney	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Parking should be free at he weekend to encourage people to park and walk into town.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Feedback

793

NAME: Stav Soulis	SUBURB: Seatoun	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

794

NAME: Sharon	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I am very concerned that the number of parks will be reduced affecting the safety and accessibility of the dance school and other businesses.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Feedback

795

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Daniel	Other - Lower Hutt	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

796

NAME: Stephanie Pegg	SUBURB: Wilton	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I am generally against. It's a busy traffic area, and cars trying to parallel park need more manoeuvring to get in and out of the space compared to angle parks, which will slow down passing traffic. Also, as the shops in this area tend to be 'big box stores' and the area is inhospitable to pedestrians, most people visiting the area are driving, so the higher number of cars per m of road from angle parking is helpful.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Anna	Khandallah	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

As someone who often parks down thorndon quay, often later in the evening, I have noticed the impact removing a few parks for construction, and how quickly the remaining parks are filled up by those who are going to restaurants, the gym or the dance studio near by. This change in parking is also asking those who park to risk crossing a cycle lane to get to the main stretch of thorndon quay, and those getting off of busses to do similar

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Commuter parking – up to 9 hours

NAME: Felicity Evans	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

The angle parking is hard to use. Any new arrangement should offer options as I'm often there for multiple hours at a time.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Commuter parking – up to 9 hours

Feedback

799

NAME: Deborah Quinn	SUBURB: Northland	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

800

NAME: Nicky Alexander	SUBURB: Seatoun	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

801

NAME: Lokyee Szeto	SUBURB: Crofton Downs	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

Our main concerns relate to: Safety of children while crossing a two-way cycleway between parking and footpath. During the busy after-school time, this will be used also by evening peak bicycles and e-bikes. Adding a traffic lane (4-6pm bus lane), and its impact on pedestrian and crossing safety. We are asking WCC to consider: Locating a new pedestrian crossing in the vicinity of WDA and Co Kids Childcare Centre; Addressing the conflict between cyclists and students and parents entering the studio; Providing a drop-off / pick-up zone outside WDA & Co Kids Childcare, which is signalled to cyclists as a 'child activity zone'.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

802

NAME: Raewyn Tan	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

NAME: Emma	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Prevent all commuter parking. To support businesses following the parking reduction due to going parallel, there needs to be no allowance for commuters. It takes away from businesses on TQ when parks are taken from people who won't cough up commuter parking cost in town.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours
Residents parking

Feedback

804

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Jade	Newlands	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Feedback

805

NAME: Kaye	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

806

NAME: Julie	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I fully support biking lanes. It reduces traffic congestion and better for environment. The school can adapt to change. Yes to the biking lanes

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

807

NAME: Mark Warren	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I've been a cyclist for many years in several countries and don't understand why today we are constantly being told that you need an entire lane dedicated to bikes - the disruption to local commerce and people who wish to use their cars for whatever reason, are too heavily impacted by the subsequent removal of so many parking spaces to accommodate these bike only lanes. I'd much rather see my ever increasing rates being used for projects that benefit more than just cyclists - pipe maintenance, children s playgrounds, Frank Kitts Park renovation, fit for purpose road resurfacing instead of the shocking loose metal recently installed throughout Brooklyn to name a few.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Medium stay – 2-4 hours

Feedback

808

NAME: Emily McGeorge	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Ensure there is space for car doors to open in a way that is safe for passing bikes.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

809

NAME: Cameron	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

810

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Richard Brown	Te Aro	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Reduced parking will damage Wellington's appeal as a shopping and leisure destination.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

811

NAME: Sanja	SUBURB: Karaka Bays	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Please consider business that are already there and the impracticality of the proposal for them.
Ask people who are paying lease/rent in Thorndon Quay about the proposed changes.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Commuter parking – up to 9 hours
Residents parking

Feedback

812

NAME: Colin Burns	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

813

NAME: Lilly Lambert	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

814

NAME: Nick churchouse	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours

Feedback

815

NAME: Garrik	SUBURB: Pipitea	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Would like to prioritise parking for residents but also for the stores on thorndon road. Parking for events at the stadium are not as important especially when it affects the ability of residents and commercial buildings to park

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

816

NAME: Ivan Moss	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

817

NAME: Suze Keith	SUBURB: Highbury	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

818

NAME: Ian Morrish	SUBURB: Woodridge	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

819

NAME: Jos Kunnen	SUBURB: Kelburn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

820

NAME: Julie	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Long stay – 4-6 hours
Commuter parking – up to 9 hours

Feedback

821

NAME: Claire	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

822

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Travis Ancelet	Other - Lower Hutt	Individual	Yes

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Commuter parking – up to 9 hours

Feedback

823

NAME: Christian Hipp	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

824

NAME: Jennifer Barnett	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

825

NAME: Davina Lim	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

826

NAME: Chhaya Dahya	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

The current bike lane is dangerous for cyclist and also for car drivers as there are unable to see a cyclist when they reverse out. Very poor design with a lack of thinking.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

827

NAME: Chris H	SUBURB: Kelburn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

828

NAME: Vesna Nixon	SUBURB: Woodridge	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

This will result in less parks that are harder to get in and out of. Don't support this move.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

829

NAME: Sarah	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Do not change the parking.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

830

NAME: Mathea Roorda	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Residents parking

Feedback

831

NAME: Sarah Dean	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

There is not enough parking as it is . Taking out car parks puts people in danger, reduces customers for the businesses and parallel car parks are harder use and so will create unnecessary hold ups in the traffic flow.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

832

NAME: Stewart Drake	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

833

NAME: Michelle Stronach- Marsh	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I have a business with an office on Thorndon Quay. Many of my suppliers are in this vicinity and I will often park and do some work at my office and then frequent my suppliers intermittently throughout the day. I strongly support cyclists but I am also a business person. Cyclists and pedestrians tend to be in the area at peak traffic times and not during normal business hours. I feel this parking change places an enormous amount of pressure on businesses during a time when cyclists are not using the designated areas. Many of these stores are destination stores and you couldn't cycle home with items from these stores - you need a car to transport them. Therefore access to parking and the stores is imperative.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Medium stay – 2-4 hours

Feedback

834

NAME: Katy Pither	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Angle parking is so much easier to drive straight into. Traffic gets held up by people reversing into parallel parks and often not lining up correctly and ended up a metre from the curb or too close to the front park making it difficult for other cars to use the adjacent space. You will also have less parks available. Children getting out of parked parallel parked cars that then have to cross bike lanes to get safely to the footpath is also a huge risk. I personally use Thorndon Quay to take my 4 year old daughter to dance class. We park in angled parks directly outside the dance studio, I can get her out of her car seat and she can wait for me on the footpath while I get bags out and lock the door. I can drive straight in without delaying traffic. If the parking changes to parallel parks with bike lanes beside it, her safety is compromised. Bikes whizzing past won't see a small child easily and even though she knows to cross the road holding my hand, she won't know the difference between bike lanes and footpaths and think she can walk across. Not to mention half the parks will go as you can fit more angled parks in than you can parallel parks, leaving parents parking ages away from dance studios or whatever their destination is. Honestly, just leave it how it is and stop trying to fix what isn't broken.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

835

NAME: Paul Bothwell	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

The space should be a clearway for all traffic at busy rush hours with no parking available. The current set up of a broken clearway (which seems to switch every 10 metres) isn't working

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Residents parking

Feedback

836

NAME: Arthur Price	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

837

NAME: Ian Rayns	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Having been knocked off my bike twice due to drivers partially overtaking and cutting into the angled spaces, I hope that parallel spaces will improve the safety of this area (along with the proposed separate cycle zone)

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

838

NAME: Ian	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Feedback

839

NAME: Kat	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Residents parking

Feedback

840

NAME: Jackie Foster	SUBURB: Southgate	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

841

NAME: Steve Jordan-Law	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

A mixture of time limits is vital - consider where 30-60 min is sufficient vs where a longer time is needed.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

842

NAME: Keith Morris	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The council should consider investing in parking buildings in the area to provide for resident, commuter and long stay parking. The coupon parking on Davis Street, Moturoa Street and the lower half of Hobson Street should also be changed to metered P120 parking.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Feedback

843

NAME: Duncan	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

844

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Barry Teale	Ngaio	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I currently patronize the Thorndon Quay shops. I would now probably shop in Porirua

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

845

NAME: Steven Fargher	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

increase public transport and decrease the cost. then it is not worth owning a car and you will not need much parking

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

846

NAME: Nathan Kear	SUBURB: Kaiwharawhara	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

847

NAME: Felicity	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

848

NAME: Nicola Molloy	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

849

NAME: BJ Pike	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours
Residents parking

Feedback

850

NAME: Tim Leamy	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Parking on Thorndon Quay should be for people visiting businesses there. So should allow for short stay only, up to two hours maximum. Any longer and it encourages people to park there when going elsewhere into the city.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

851

NAME: Donna Winter	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

852

NAME: Mel	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I don't appreciate being asked which parallel parking change I would prefer because it sounds like the decision is already made. Parking should remain as angled parking only!!!! If anything is to change, consider making the parking cheaper, that will entice people to shop and linger in the area not a planted tree.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

853

NAME: Roz Freeman	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Personally I love angled parking, as people don't hold up traffic whilst attempting to parallel park

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

854

NAME: Jane Campbell	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

855

NAME: Kelsey	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

This is one of very few areas in Wellington with ample parking for long hours, you are driving people away from the city by taking away these parks, not inviting people in. You seem to have Wellington mixed up with perhaps a large European city, as Wellington does not have the typography or public transport links required to make cycling appealing for the vast majority of people. People will still use their cars, but just wont be coming in to Wellington city or visiting businesses there because you are making it inaccessible to the majority

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

856

NAME: Kathleen Martsch	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

857

NAME: Jo	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

The survey states that removal of angle parking will make the area safer for cyclists. Yet, it is proposed to create a dedicated cycle lane. There is no issue for cyclists during the morning peak, as the parking area is a clear way. The issue is the afternoon peak and the lengthy commercial vehicles using the parking. If there was a clear way during the evening peak, this issue would resolve itself. If the intention is to remove parallel parking before construction of a cycle lane - bear in mind that cars that are parallel parked have doors that open outwards - creating a different conflict with cyclists.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Medium stay – 2-4 hours

Feedback

858

NAME: Catharine Underwood	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Your statistics aren't based on sound research. There is no need to remove all the angel parking. The issue is one of visibility. The cyclists aren't looking for dangers ahead and drivers aren't taking care when backing out. There is already a clearway between 7 and 9am for the commuting cyclists. And plenty of room for cyclists to take action if needed. I have no issue with the change of the angel parking at the northern end of Thorndon Quay to parallel parking. This is mainly short stay parking anyway and the spaces used for popping into shops. There is no need to remove the angle parking between Davis street and Freedom Furniture. One option is to make the angle less of a 90deg and into a 50deg. That way, smaller cars would be able to see past bigger cars to see what is coming. This is mainly longer stay parking. But what does it matter what I think as you will do it anyway.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

859

NAME: Benjamin Swale	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

860

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Christine		Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Please refer to my comments in the first comment box of this survey. Bad idea all round.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Residents parking

Feedback

861

NAME: Kirsty	SUBURB: Kaiwharawhara	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Don't know

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Cam Dickey	Other - Kapiti Coast	BoConcept	Yes

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I opposed the proposal for angled parking. This will have a negative impact on many business on Thorndon quay.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours
Long stay – 4-6 hours
Residents parking

Feedback

863

NAME: Peter Duckworth	SUBURB: Tawa	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

864

NAME: Mairead de Roiste	SUBURB: Kelburn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

865

NAME: Tiffany Palmer	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

The option does not provide for pedestrians caught between a busy road and a fast travelling cycling lane. Im worried there could be conflict where someone is hit by a cyclist.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Residents parking

Feedback

866

NAME: Yunus	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

867

NAME: Christopher Town	SUBURB: Kingston	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

868

NAME: Mark Huser	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

869

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Sarah Payne	Wadestown	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Don't know

Do you wish to make any comments about this Thorndon Quay parking change?

We have concerns that the proposed parking changes do not provide for parking directly outside Co Kids Childcare Centre (172 Thorndon Quay). Currently there is no allocated drop off space outside the centre -- in fact there is no ability to park outside the centre at all before 9am. Therefore, parents and their pre-school children need to cross two busy traffic lanes and often turn their cars around in peak traffic to head into the CBD. The current situation is unsafe and stressful for parents; when it rains the situation is further exacerbated. We are aware that parking zones have been provided for at least one other day care centre in Wellington and believe that would be a sensible option for Co Kids.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
 Medium stay – 2-4 hours
 Long stay – 4-6 hours
 Commuter parking – up to 9 hours
 Residents parking

Feedback

870

NAME: Alexander Baker	SUBURB: Roseneath	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Residents parking

Feedback

871

NAME: Peter Nunns	SUBURB: Berhampore	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

This should have been done years ago. The angle parking is currently underutilised, meaning that parallel parking will accommodate all demands if managed well, and it creates a significant safety hazard for people travelling through the area. When i visit the area by car, angle parking makes me travel more slowly and feel unsafe. When I visit by bike, I have to move all the way out into the traffic lane to feel safe, which sometimes frustrates drivers. Changing to parallel parking and adding a cycleway would solve these issues and make the whole corridor safer and more efficient.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

872

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Jo Gell	Karori	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

873

NAME: Cipri	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours
Commuter parking – up to 9 hours

Feedback

874

NAME: Ben Sutherland	SUBURB: Newtown	ON BEHALF OF: 181 Thorndon Quay Limited	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Residents parking

SUBMISSION ON THE PROPOSED CHANGES TO THORNDON QUAY

To: Let's Get Wellington Moving
Email: tqhr@lgwm.nz
CC:

From: 182 Thorndon Quay Limited/Self Help Limited
Submitter: Ben Sutherland, Director
Phone: 027 243 8642
Email: ben@selfhelpgroup.co.nz

Our submission relates specifically to Thorndon Quay, near Davis St.

INTRODUCTION

This submission is made by 182 Thorndon Quay Limited (182TQ) and Self Help Limited (SHL). We are the landlord of Wellington Dance (WDA) and AWF. Those businesses will make their own submission sharing similar concerns. Thank you for the opportunity to submit regarding the proposed LGWM changes to Thorndon Quay.

SUMMARY

We have significant concerns related to the safety of the community, the lack of impact study on the existing community groups, discrimination with prejudicial treatment of different categories of people, on the grounds of race, age, sex, and disability. The proposed road changes will significantly alter and prevent existing community users from safely accessing Thorndon Quay in favour of a privileged minority group that could commute on another roadway.

We have concerns around:

- No impact study on wellbeing of the existing community users
- No impact study on the financial impact of removing the existing community from Thorndon Quay and replacing it with commuters.
- No impact study on the cost of removing access of arts to the community
- No impact study on reduction of activity levels of girls and LGBTQ+ children. Our arts and culture community has a higher participation by females and the LGBTQ+ community.
- Adding a traffic lane (4-6pm bus lane), and its impact on pedestrian and crossing safety.
- The impact of removing parallel parking on the safety impact on all of the community.
- Inclusiveness/Discrimination, with overweighting of importance given to a small number of NZ European males cycle commuters over females and the LGBTQ+ community.

If the proposal is to proceed, these concerns can be addressed by:

- Locating a new pedestrian crossing in the vicinity of Wellington Dance and Co Kids Childcare Centre;
- Redesigning and increasing the number of pedestrian crossing to allow buses to use clearway
- Providing a drop-off / pick-up zone outside 182 Thorndon Quay.
- Allowing busses to use am and pm clearways
- Keeping angled parking in many areas and installing a peak clearway for northbound traffic and cyclists.

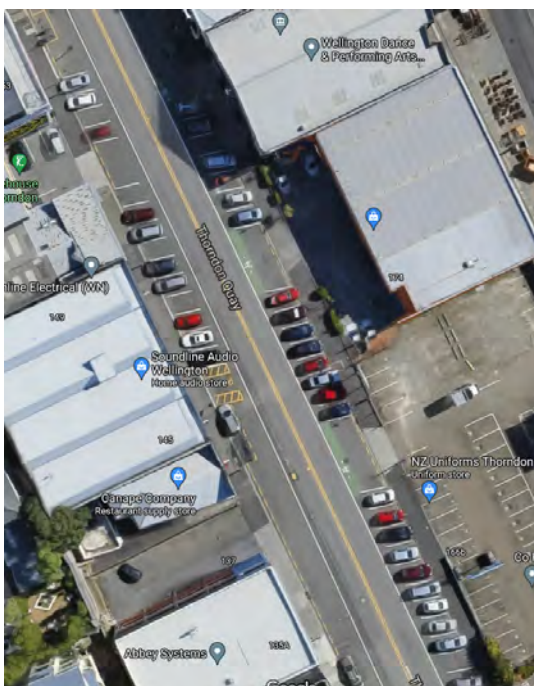
Finally, we support improvements to the Thorndon Quay streetscape and well-considered efforts to improve safety for all cyclists, pedestrians and visitors to our community.

INFORMATION ABOUT SELF HELP AND 182 TQ

Self Help Limited and 182TQ is a long-standing community investor located at 182 Thorndon Quay. This group started the community investment on 1 Thorndon Quay in 1922.

The Self Help Co-operative was established as New Zealand's first social enterprise and first self-service retail grocery store 1 Thorndon Quay in October 1922. Instead of making the highest possible profit on goods sold, the Self Help Co-op rejected normal trading methods and sold goods for the lowest possible profit. This meant the public could purchase higher-quality groceries at lower prices, stretching their hard-earned wages further.

182 TQ chose Thorndon Quay as a CBD fringe location to increase arts and community diversity in an area which allows access to many Wellington suburbs. Our particular building was chosen as it has space for the large, high-stud rooms required for sport and art classes for Wellington Dance.



LACK OF IMPACT ASSESSMENTS

LGWM has not accessed the economic and social impacts from removing access to most of Wellington community by removing 76% car parking.

On the 600m 'Davis St to Motorway Overpass' stretch on which the 182 TQ is located, there will be a reduction from 185 to 44 parking spaces (a 76% reduction). The normal use of parking on a Saturday is between 80 to 120 customer vehicles at any one time. Google maps shows car park use of 80% of the 185 parks.

At the very least LGWM and WCC should be considering the financial impact on the

Wellington community and the rateable value of the area. Before any changes proceed the council and community should know the possible financial impact on employment, business community and council income. The proposed plan looks very similar to current Adelaide Road which is a 'community dead zone'.

Thorndon Quay is one of Wellington's last open malls. The proposed parking changes will reduce the ability for the community to access services on Thorndon Quay. These services will almost certainly relocate to Hutt Valley and Porirua. The impact will increase vehicle emission and reduce the livability of Wellington. The removal of services will further push families out of Wellington. There are many other areas that a cycleway may be placed that would have minimal negative impact on the existing community, these include Aotea Quay, an overbridge to the stadium walkway, or the rail yard behind thorndon Quay.

No assessment has been made on the impact on existing community users' wellbeing. The removal of reliable access to the community will negatively impact mothers, young females and LGBTQ+ users. These groups have lower participation rates in sports and movement activities (like dance) removing the ability for them to access movement will be harmful to health and mental wellbeing.

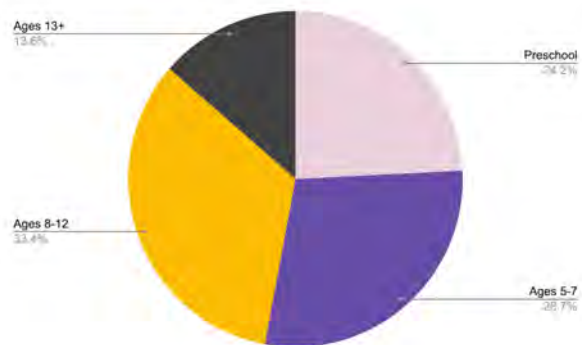
SITE SPECIFIC INFORMATION

182TQ is a destination for dancers aged from 2 ½ years old through to 18 years (see ages of students to right). The majority of dancers come from local central, western and northern areas such as Wadestown, Northland, Thorndon, Ngaio, Khandallah, Te Aro, Roseneath and Mount Victoria. A smaller percentage come from further afield, such as Seatoun, and Johnsonville and beyond.

CUSTOMER ACCESS

Preschoolers and juniors (ages 2-7) are accompanied into 182 TQ by their parents. (It is common for some younger siblings to accompany their parents.) Classes for younger children are scheduled weekdays 3.45-5.45pm or weekend mornings 8.30am to 12.00pm.

The senior students (ages 8-18) are more likely to be dropped off and picked up. Parents may only come into the studio briefly. These students are also more likely to be allowed to walk or catch a bus or train from school.



WDA is a destination for its students. Given the duration of classes, we consider it unlikely that removing parking options will encourage parents to make a significant modal change in how they travel to WDA. We ask WCC and LGWM to consider how our parents can still safely park and bring younger students (and often siblings) inside, or drop off older students.

CHANGES NEEDED TO MEET LGWM OBJECTIVES

SAFETY FOR PEDESTRIANS (LGWM OBJECTIVE II)

We support the objectives of improving pedestrian safety. However, it is not clear from the documentation available on the LGWM website in relation to the Thorndon Quay proposal that WDA has been considered.

Reference is made to 'educational activities' in the TQHR Strategic Case Report as driving the pedestrian activity on Thorndon Quay (p 30). We assume this includes WDA, although we are not certain.

However, we are worried that our studio has been overlooked in the strategic case, which does not mention a dance studio in the description of the Davis St to Tinakori Road stretch: "Cafes, day care centre, vehicle repairs, trades shops, large format retail – carpet store, furniture, plumbing supplies etc."

The report focuses on a morning 7-9am 'peak' of 230 pedestrians (TQHR Strategic Case Report, Section 2.2.3, p. 19). WDA has peak pedestrians of at least these numbers outside of the morning peak.

As noted above, during several two-hour periods, we have more than 230 people visiting the studio:

- Wednesday (3.45-5.45pm class start time) = 232 people (dancer plus 1x caregiver)
- Saturday (8.30-10.30am class start time) = 314 people (dancer plus 1x caregiver)
- Saturday (11.00-1.00pm class start time) = 270 people (dancer plus 1x caregiver)

Lack of recognition of these pedestrian movements is concerning. In particular, WDA is concerned that this lack of recognition means the safety of our dancers as pedestrians has not been considered. (We provide further detail about our specific concerns later in this submission.)

Currently, the two closest pedestrian crossings are 210m (Bordeaux) and 188m (south of Davis St) away from the studio. These pedestrian crossings are too far from WDA for them to be used to cross the road.

According to LGWM, the safety risk on Thorndon Quay is greater for pedestrians than vehicles, and 'Problem 3' notes that there are 'pockets or clusters of pedestrian activity along the corridor which are not well catered for' (TQHR Strategic Case Report, p. 7).

The figures above show that our studio has created a high concentration of children and parents in our area of Thorndon Quay – a pocket or cluster of pedestrian activity on its own (and further increased when Co Kids childcare is considered).

We note LGWM's conclusions below (p. 7)

- "Focus on high pedestrian activity areas in terms of amenity and infrastructure provision needs to be given for Thorndon Quay.
- Focus on road safety risk reduction for vulnerable users on Thorndon Quay and Hutt Road and vehicles on Hutt Road.
- In relation to safety improvements for vulnerable road users, further analysis and site-specific investigation will be needed to ensure that interventions are well designed and targeted".

The ages and numbers of our dancers set out above confirm that our students are 'vulnerable users' and that further site-specific interventions are needed in the vicinity of WDA (and Co Kids Childcare Centre). It is critical that the safety risk to our pedestrians (as articulated in LGWM's documents) is addressed.

IMPROVE STREETScape / AMENITY (LGWM OBJECTIVE IV)

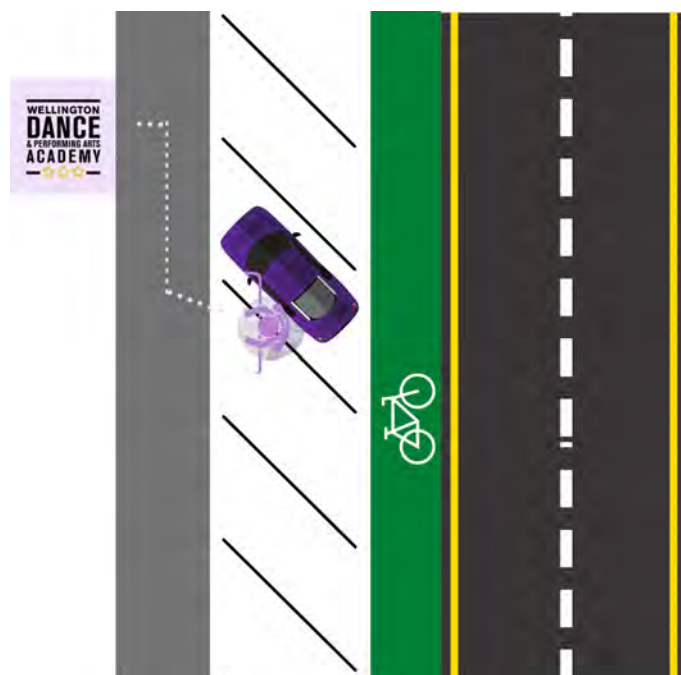
We support any efforts to acknowledge that Thorndon Quay is not just a thoroughfare, it is a unique urban community of businesses and retailers, their workers and customers, daycare, dance, yoga and fitness centres, churches, offices, cafes, building owners and others, who have all contributed to enhancing the social and economic fabric of the area over time.

Amenities such as benches, greenery, shade, rubbish bins and bike racks will make Thorndon Quay a better place for work, shopping and recreation. We also support any efforts to signal to commuter cars and commuter cyclists that they are entering an activity street and need to be aware of those coming and going.

SPECIFIC CONCERNS

NEW HAZARDS FOR CHILDREN ARRIVING BY CAR

CURRENT: Angle parking allows safe access to the footpath for children and parents from either side of a car.

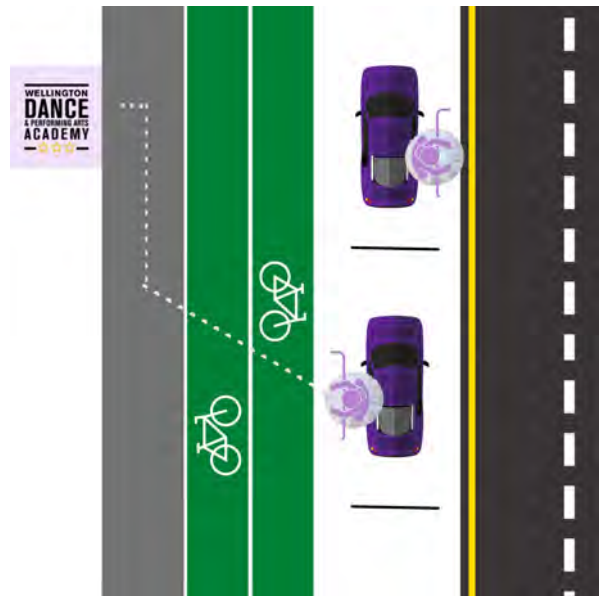


PROPOSED: Proposed parallel parking and the bidirectional cycleway with buffer will require parents and children to exit the car on the traffic or cycle path sides and to cross the buffer and cycleway - looking both ways.

We ask that LGWM carefully consider the safety of children getting out of cars and crossing the proposed bidirectional cycleway.

Please consider in particular the following:

1. An estimated 661 approx northbound evening peak cyclists will be on the path by 2024 during our peak after-school period (also a key time for Co Kids childcare pick-ups) (TQHR Strategic Case Report, p. 14).
2. As there will be a bus lane in operation on the western side of the road, all families travelling by car will have to park on our (eastern) side of the road, and cross the cycleway during the evening cyclist peak. This will further increase student/cyclist interactions.



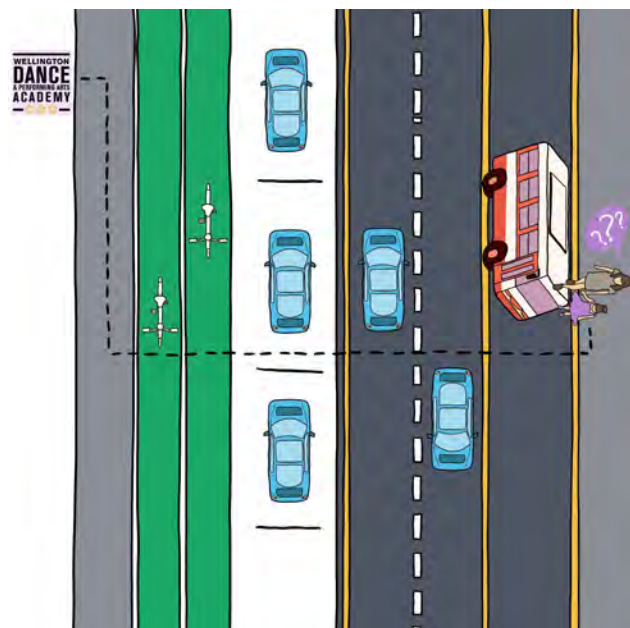
NEW HAZARDS FOR CHILDREN/FAMILIES TRYING TO CROSS THE ROAD

Our dancers may need to cross Thorndon Quay when:

- Walking from school
- Arriving by bus from the south
- Arriving by car and not being able to find a park on the eastern side.

The 30 April 2021 MCA Summary Report recognises the safety risks in relation to crossing Thorndon Quay. It states at 3.3/page 6, when discussing Investment Objective 2:

“All options improve the level of service, and reduce the safety risk, for people walking and cycling on Thorndon Quay and Hutt Road, as well as capacity for cycling growth. The assessment noted that the increasing lanes may create safety concerns for cyclists, pedestrians and other vehicles to cross. These elements will be further considered during design.” (emphasis added).



We are concerned about the addition of a bus lane (northbound) 4-6pm (after school), creating three traffic lanes to cross, increasing safety risks for pedestrians coming to or from WDA.

BUS LANE = REDUCED AFTER-SCHOOL ACCESS FROM THE SOUTH

We are concerned that the proposed northbound bus lane will make it difficult for parents to drop off / pick up their children from the studio and also Co Kids Childcare Centre close to us.

As discussed earlier in this submission, WDA is a destination. The inability to park on the northbound side is likely to cause difficulties in parent drop off and pick up during the evening peak. They are likely to have to travel some distance to turn around, in order to park. This need to turn around is likely to cause consequential issues on side streets which will provide the first opportunity to turn around.

BUS LANE = 76% REDUCTION IN PARKING SPACES

WDA peak afternoon times are (3.45-5.45pm). This time coincides with the planned 4-6pm northbound bus lane, which reduces the number of available car parks significantly.

On the 600m 'Davis St to Motorway Overpass' stretch on which the studio is located, there will be a reduction from 185 to 44 parking spaces (a 76% reduction). The current usage of parks on Thorndon Quay is generally higher than 100.

REDUCED PARKING = REDUCED ACCESS

We are also concerned about the broader impacts of obstacles to accessing the studio. Dance has proven benefits in terms of fitness, mental health, and a creative, inclusive space for children.

INCLUSIVENESS

Our community at 182 TQ serves many different cultures and genders. We have worked hard to create a safe space for vulnerable gender fluid children, which we over represented in when compared to the schools. The activities in our space are used by many females and mothers.

The cycle group that will benefit most from the proposed changes are 76% to 80% NZ european male, the projected 661 users (in 2024) represents a smaller number of individual users than in our studio.

WDA studio current users would be approximately 600 students, at minimum 600 parents and at least 300 students siblings. Our current users are more than double the 2024 projected cyclists, however our opinions, feelings and needs are considered less important.

The overweighting of importance given to a very small number of privileged NZ European males cycle commuters that only use the area before 9 am on weekdays discriminates against mothers, young children, gender fluid children and the disabled.

Solutions

We are prepared to work with LGWM and its transport/traffic experts and provide any information required to find solutions that will ensure the safety of our community.

We ask that LGWM:

- Move a crossing or add a crossing closer to our pocket of children's activity (WDA & Co Kids).
- Create a safe drop off zone - which signals to cyclists that vulnerable users are present. (A reasonably sized drop off zone is currently provided for the construction work occurring at 174 Thorndon Quay.)
- Reduce danger to children walking (or walking from far away parking) by not implementing the proposed 4-6pm bus lane.
- **Reduce a 75% loss of parking spaces (from 182 spaces to 44 spaces) within 500m of the studio to a 48% loss of parking spaces (90 parks within 500m).**
- Improve the pleasantness and attractiveness of Thorndon Quay for families to help offset the loss of parking spaces.
- Find an alternative location for a cycleway, where motor vehicles and bikes will not mingle.
- Allow buses to use the existing clearway

Making these changes is consistent with the Investment Objectives of the project as articulated in various project documents, including TQHR Strategic Case Report, p. 60):

Investment Objective 2: Improve Level of Service, and reduce the safety risk, for people walking and cycling along and across Thorndon Quay and Hutt Road.

Investment Objective 4: Improve the amenity of Thorndon Quay to support the current and future place aspirations for the corridor/area.

Conclusion

Thank you for considering this submission. 182TQ would like the opportunity to speak to this submission – either at a hearing, if one is to be held, or at a meeting with officials.

Feedback

875

NAME: Andrew Thompson	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Residents parking

Feedback

876

NAME: Roman Vaughan	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

877

NAME: Cherie Jacobson	SUBURB:	ON BEHALF OF: Katherine Mansfield Birthplace Society	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

As noted earlier, as a museum at the north end of Tinakori Road, we already get visitors and our volunteers telling us that finding a park is extremely difficult. We are concerned the reduction of parks will make this worse. We provide the details of the closest bus stops and bus routes on our website to encourage the use of public transport but there are not direct routes to many parts of the city (e.g. Karori, Kelburn, Aro Valley) from those bus stops so for some people the bus is not a convenient option and the reality is the majority of our visitors are not using public transport to get to us.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Medium stay – 2-4 hours

Feedback

878

NAME: Jeremy Brown	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

879

NAME: Guy Shaw	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

880

NAME: Tonya Cooper-Tidey	SUBURB: Berhampore	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

881

NAME: David Klein	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Don't know

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

882

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
S Clarke	Thorndon	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

883

NAME: Anna Bray Sharpin	SUBURB: Lyllall Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

884

NAME: Steph	SUBURB: Broadmeadows	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

885

NAME: Ella Borrie	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Strongly support change to parallel parking. It's much better for pedestrians and cyclists and is neutral for drivers. Note that being able to parallel park is a required part of the restricted driving test (which you can take in Thorndon!) - if people can't do it they wouldn't be able to get their license if they sat the test.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Residents parking

Feedback

886

NAME: K Mayo	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

NAME: Kennie Tsui	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

However, we have concerns around: Safety of children while crossing a two-way cycleway between parking and footpath. During the busy after-school time, this will be used also by evening peak cyclists. Adding a traffic lane (4-6pm bus lane), and its impact on pedestrian and crossing safety. We are asking WCC to consider: Locating a new pedestrian crossing in the vicinity of WDA and Co Kids Childcare Centre; Addressing the conflict between cyclists and students and parents entering the studio; Providing a drop-off / pick-up zone outside WDA & Co Kids Childcare, which is signalled to cyclists as a 'child activity zone'.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

888

NAME: Joe Jeffries	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

889

NAME: nick kapica	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Commuter parking – up to 9 hours

Feedback

890

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
David	Other - Kapiti Coast	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

What is the evidence the parallel parking will be safer? It will remove more than 50 percent of the parks and be costly for business.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

891

NAME: Charmaine	SUBURB: Other - Porirua	ON BEHALF OF: Wellington Dance Academy	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I have a family member who regularly goes to dancing lessons in Thomson Quay. I am worried about getting the child out of the car having to allow for the cycle way. Public transport isn't an option as we don't reside in Wellington. Already the cyclists use the road as a race track. Many business are also against the proposed changes. The changes will cause a likely accident with passengers trying to get out of a car when the cycle ways is between the footpath and car park.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

892

NAME: Harriet	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

893

NAME: James Sorensen	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

A reduction in parking will be a significant blow for local businesses due to the lack of natural foot traffic in the area, due to the distance from the CBD. However, it is necessary to enable a wider urban improvement to the area and provide the bus lanes which will be a real benefit to commuters.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

894

NAME: Michael Crowley	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Please include plenty of mobility parking

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

NAME: Emma Sutherland	SUBURB: Newtown	ON BEHALF OF: Wellington Dance & Performing Arts Academy (182 Thorndon Quay)	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

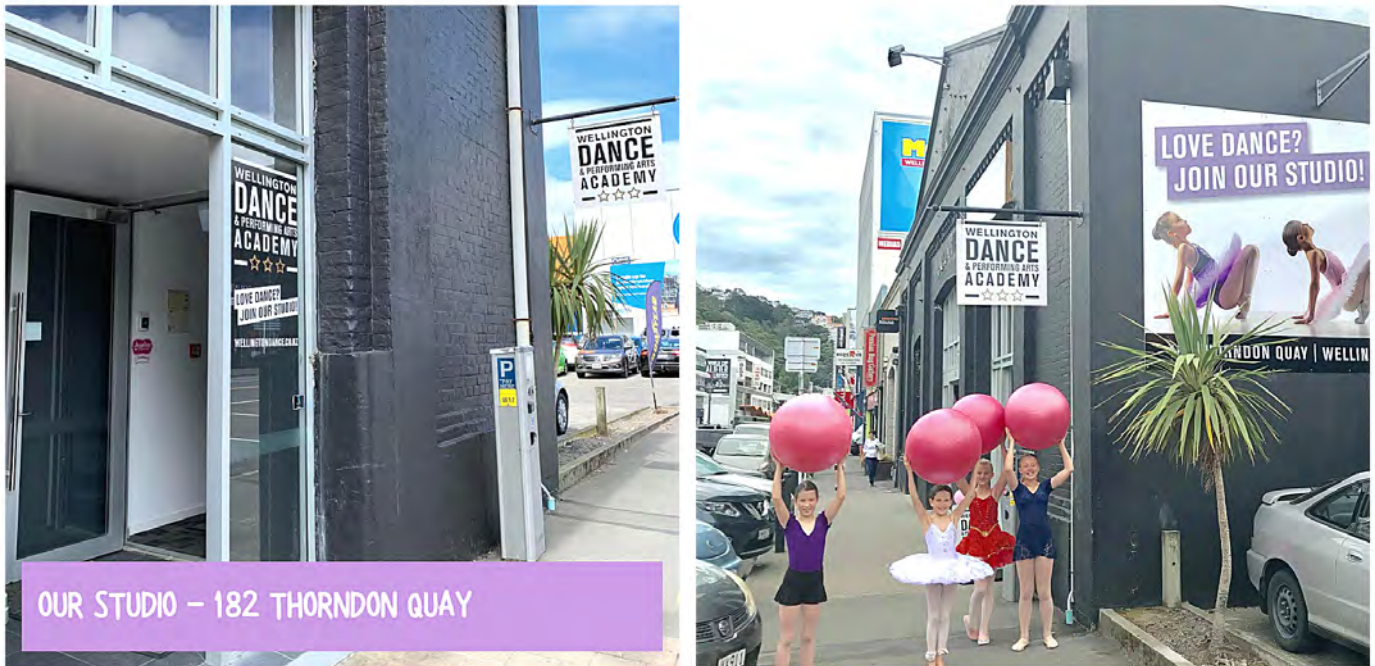
Do you wish to make any comments about this Thorndon Quay parking change?

Thorndon Quay has no side streets and diminishing private parking space to mitigate parking loss.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

SUBMISSION ON THE PROPOSED CHANGES TO THORNDON QUAY



To: Let's Get Wellington Moving
Email: tqhr@lgwm.nz
CC: councillors@wcc.govt.nz

From: Wellington Dance & Performing Arts Academy, 182 Thorndon Quay
Submitter: Emma Sutherland, Studio Director
Phone: [REDACTED]
Email: [REDACTED]

Our submission relates specifically to Thorndon Quay, near Davis St.

INTRODUCTION

This submission is made by Wellington Dance & Performing Arts Academy (**WDA**). WDA is a long-standing dance studio, located at 182 Thorndon Quay.

Thank you for the opportunity to submit regarding the proposed LGWM changes to Thorndon Quay.

SUMMARY

We have significant concerns related to the safety of children on their journeys to and from WDA. The concentration of students attending WDA in the evening peak and weekends does not appear to have been considered by LGWM.

We have concerns around:

- Safety of children getting out of parked cars (bi-directional cycleway between parking and footpath)
- Adding a traffic lane (4-6pm bus lane), and its impact on access and crossing safety.
- Change to parallel parking decreasing safety and ease of access to the studio for dancers and families.

If the proposal is to proceed, these concerns can be addressed by:

- Locating a new pedestrian crossing in the vicinity of WDA and Co Kids Childcare Centre;
- Addressing the conflict between cyclists and students and parents entering the studio;
- Providing a drop-off / pick-up zone outside WDA.

Our submission provides information about the patterns of the 1110+ dancer journeys to our studio each week, and seeks that the safety of the children is considered further, in any change coming to our neighbourhood.

Finally, WDA supports improvements to the Thorndon Quay streetscape and well-considered efforts to improve safety for all cyclists, pedestrians and visitors to our studio.

INFORMATION ABOUT WDA, ITS DANCERS AND THEIR MOVEMENTS

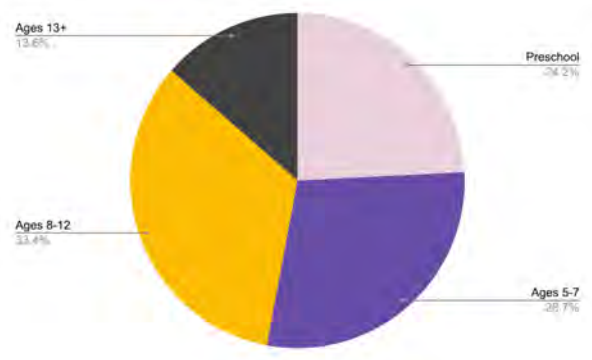
WDA (formerly Paula Hunt Dance) was established in 1972 and has been based on Thorndon Quay since 2012.

We chose Thorndon Quay as a CBD fringe area which allows access to many Wellington suburbs. Our particular building was chosen as it has space for the large, high-stud studio rooms required for dance classes.

CHILD JOURNEYS TO WELLINGTON DANCE

The studio is a destination for dancers aged from 2 ½ years old through to 18 years (see ages of students to right).

The majority of dancers come from local central, western and northern areas such as Wadestown, Northland, Thorndon, Ngaio, Khandallah, Te Aro, Roseneath and Mount Victoria. A smaller percentage come from further afield, such as Seatoun, and Johnsonville and beyond.



JOURNEY PATTERNS DURING THE WEEK

Around 600 students dance at WDA. As some students take multiple classes, our dancers make over 1100 journeys per week to the studio.

Our busiest periods are between 3.45 and 5.45pm weekdays (which coincides with the evening peak). Saturday mornings are also a busy time for us.

The following table shows visitor numbers to the studio in our peak periods. It assumes each dance brings only one caregiver.

DAY OF WEEK	PEOPLE ATTENDING (DANCER + 1x PARENT)
Weekday afternoon (3.45-5.45pm class start time)	
Monday	188
Tuesday	138
Wednesday	232
Thursday	170
Friday	136
Weekday evening (5.45-7.45pm class start times)	
Monday	104
Tuesday	98
Wednesday	100
Thursday	122
Friday	98
Weekend morning (8.30-10.30am class start times)	
Saturday	314
Sunday	44
Weekend lunchtime (11.00-1.00pm class start times)	
Saturday	270
Sunday	38
Weekend afternoon (2.00-4.00pm class start times)	
Saturday	216

Classes range in time from 30 minutes for younger dancers, through to 45 minutes to 1.5 hours for older dancers. Some older students may have 2 classes in a row.

DANCERS MODES OF TRANSPORT

Preschoolers and juniors (ages 2-7) are accompanied into the studio by their parents. (It is common for some younger siblings to accompany their parents.) Parents help them get dressed and ready and can watch classes through viewing windows. Classes for younger children are scheduled weekdays 3.45-5.45pm or weekend mornings 8.30am to 12.00pm.

Our grades and senior students (ages 8-18) are more likely to be dropped off and picked up. Parents may only come into the studio briefly. These students are also more likely to be allowed to walk or catch a bus or train from school.

WDA is a destination for its students. Given the duration of classes, we consider it unlikely that removing parking options will encourage parents to make a significant modal change in how they travel to WDA. We ask WCC and LGWM to consider how our parents can still safely park and bring younger students (and often siblings) inside, or drop off older students.

CHANGES NEEDED TO MEET LGWM OBJECTIVES

SAFETY FOR PEDESTRIANS (LGWM OBJECTIVE II)

We support the objectives of improving pedestrian safety. However, it is not clear from the documentation available on the LGWM website in relation to the Thorndon Quay proposal that WDA has been considered.

Reference is made to 'educational activities' in the TQHR Strategic Case Report as driving the pedestrian activity on Thorndon Quay (p 30). We assume this includes WDA, although we are not certain.

However, we are worried that our studio has been overlooked in the strategic case, which does not mention a dance studio in the description of the Davis St to Tinakori Road stretch: "Cafes, day care centre, vehicle repairs, trades shops, large format retail – carpet store, furniture, plumbing supplies etc."

The report focuses on a morning 7-9am 'peak' of 230 pedestrians (TQHR Strategic Case Report, Section 2.2.3, p. 19). WDA has peak pedestrians of at least these numbers outside of the morning peak.

As noted above, during several two-hour periods, we have more than 230 people visiting the studio:

- Wednesday (3.45-5.45pm class start time) = **232 people** (dancer plus 1x caregiver)
- Saturday (8.30-10.30am class start time) = **314 people** (dancer plus 1x caregiver)
- Saturday (11.00-1.00pm class start time) = **270 people** (dancer plus 1x caregiver)

Lack of recognition of these pedestrian movements is concerning. In particular, WDA is concerned that this lack of recognition means the safety of our dancers as pedestrians has not been considered. (We provide further detail about our specific concerns later in this submission.)

Currently, the two closest pedestrian crossings are 210m (Bordeaux) and 188m (south of Davis St) away from the studio. These pedestrian crossings are too far from WDA for them to be used to cross the road.

According to LGWM, the safety risk on Thorndon Quay is greater for pedestrians than vehicles, and 'Problem 3' notes that there are 'pockets or clusters of pedestrian activity along the corridor which are not well catered for' (TQHR Strategic Case Report, p. 7).

The figures above show that our studio has created a high concentration of children and parents in our area of Thorndon Quay – a pocket or cluster of pedestrian activity on its own (and further increased when Co Kids childcare is considered).

We note LGWM's conclusions below (p. 7)

- *"Focus on high pedestrian activity areas in terms of amenity and infrastructure provision needs to be given for Thorndon Quay.*
- *Focus on road safety risk reduction for vulnerable users on Thorndon Quay and Hutt Road and vehicles on Hutt Road.*
- *In relation to safety improvements for vulnerable road users, further analysis and site-specific investigation will be needed to ensure that interventions are well designed and targeted".*

The ages and numbers of our dancers set out above confirm that our students are 'vulnerable users' and that further site-specific interventions are needed in the vicinity of WDA (and Co Kids Childcare Centre). It is critical that the safety risk to our pedestrians (as articulated in LGWM's documents) is addressed.

IMPROVE STREETScape / AMENITY (LGWM OBJECTIVE IV)

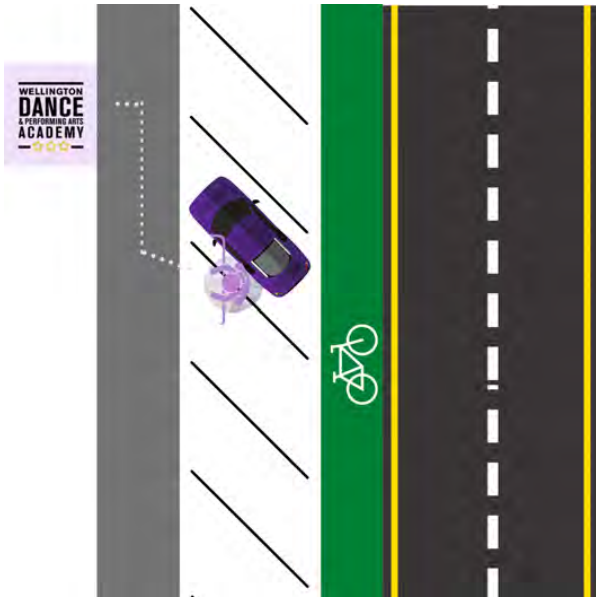
We support any efforts to acknowledge that Thorndon Quay is not just a thoroughfare, it is a unique urban community of businesses and retailers, their workers and customers, daycare, dance, yoga and fitness centres, churches, offices, cafes, building owners and others, who have all contributed to enhancing the social and economic fabric of the area over time.

Amenities such as benches, greenery, shade, rubbish bins and bike racks will make Thorndon Quay a better place for work, shopping and recreation. We also support any efforts to signal to commuter cars and commuter cyclists that they are entering an activity street and need to be aware of those coming and going.

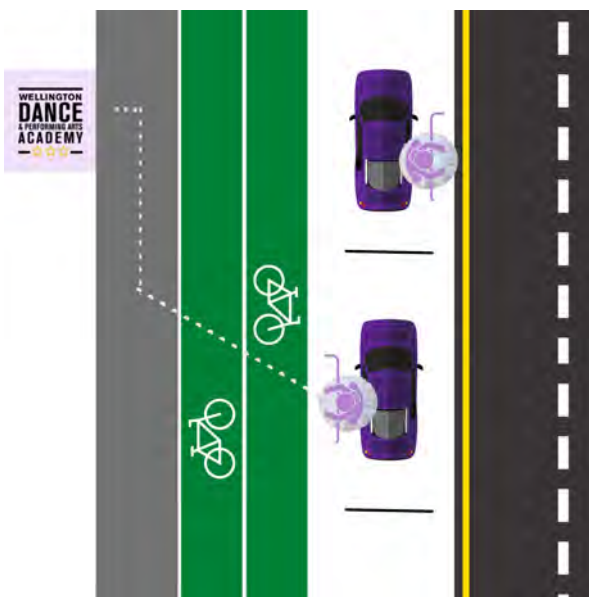
SPECIFIC CONCERNS

NEW HAZARDS FOR CHILDREN ARRIVING BY CAR

CURRENT: Angle parking allows safe access to the footpath for children and parents from either side of a car.



PROPOSED: Proposed parallel parking and the bidirectional cycleway with buffer will require parents and children to exit the car on the traffic or cycle path sides and to cross the buffer and cycleway - looking both ways.



We ask that LGWM carefully consider the safety of children getting out of cars and crossing the proposed bidirectional cycleway.

Please consider in particular the following:

1. An estimated 661 approx northbound evening peak cyclists will be on the path by 2024 during our peak after-school period (also a key time for Co Kids childcare pick-ups) (TQHR Strategic Case Report, p. 14).
2. As there will be a bus lane in operation on the western side of the road, all families travelling by car will have to park on our (eastern) side of the road, and cross the cycleway during the evening cyclist peak. This will further increase student/cyclist interactions.

NEW HAZARDS FOR CHILDREN/FAMILIES TRYING TO CROSS THE ROAD

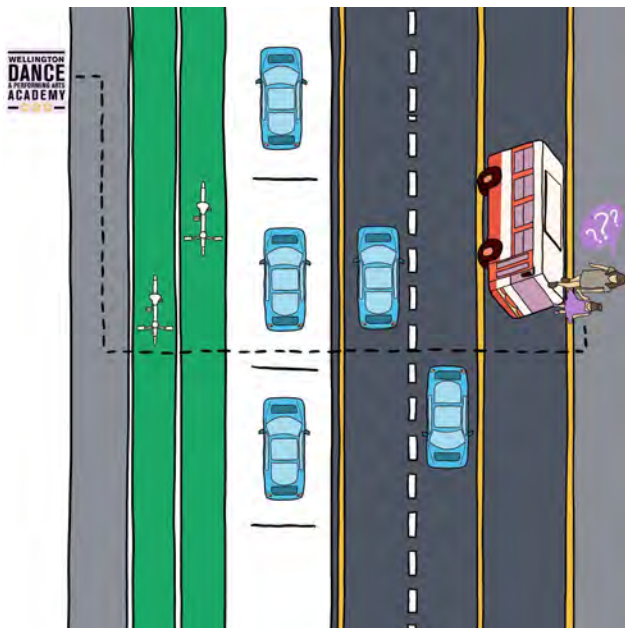
Our dancers may need to cross Thorndon Quay when:

- Walking from school
- Arriving by bus from the south
- Arriving by car and not being able to find a park on the eastern side.

The 30 April 2021 MCA Summary Report recognises the safety risks in relation to crossing Thorndon Quay. It states at 3.3/page 6, when discussing Investment Objective 2:

*“All options improve the level of service, and reduce the safety risk, for people walking and cycling on Thorndon Quay and Hutt Road, as well as capacity for cycling growth. The assessment noted that the **increasing lanes** may create safety concerns for cyclists, pedestrians and other vehicles to cross. These elements will be further considered during design.” (emphasis added).*

We are concerned about the addition of a bus lane (northbound) 4-6pm (after school), creating three traffic lanes to cross, increasing safety risks for pedestrians coming to or from WDA.



BUS LANE = REDUCED AFTER-SCHOOL ACCESS FROM THE SOUTH

We are concerned that the proposed northbound bus lane will make it difficult for parents to drop off / pick up their children from the studio and also Co Kids Childcare Centre close to us.

As discussed earlier in this submission, WDA is a destination. The inability to park on the northbound side is likely to cause difficulties in parent drop off and pick up during the evening peak. They are likely to have to travel some distance to turn around, in order to park. This need to turn around is likely to cause consequential issues on side streets which will provide the first opportunity to turn around.

BUS LANE = 76% REDUCTION IN PARKING SPACES

As discussed earlier, our peak afternoon times are (3.45-5.45pm). This time coincides with the planned 4-6pm northbound bus lane, which reduces the number of available car parks significantly.

On the 600m 'Davis St to Motorway Overpass' stretch on which the studio is located, there will be a reduction from 185 to 44 parking spaces (a 76% reduction).

We ask that this significant loss is mitigated by either:

- Not implementing the proposed 4-6pm bus lane, allowing use of parking spaces on the western side during our after-school / business hours.
- Providing a drop off zone where parents can take their children safely inside the studio before returning to their cars to find a parking space.

REDUCED PARKING = REDUCED ACCESS

While WDA's submission has focused on safety issues for dancers, we are also concerned about the broader impacts of obstacles to accessing the studio.

According to Healthline (<https://www.healthline.com/health/fitness-exercise/benefits-of-dance>), dance has proven benefits, including:

- Improving cardiovascular health
- Improving balance and strength
- Boosting cognitive performance
- Being inclusive and a safe place for self-expression
- Reducing stress, decreasing the symptoms of anxiety and depression, and boosting self-esteem.

SOLUTIONS

We are prepared to work with LGWM and its transport/traffic experts and provide any information required to find solutions that will ensure the safety of our dancers and their families.

We ask that LGWM:

- Move a crossing or add a crossing closer to our pocket of children's activity (WDA & Co Kids).
- Create a safe drop off zone - which signals to cyclists that vulnerable users are present. (A reasonably sized drop off zone is currently provided for the construction work occurring at 174 Thorndon Quay.) Ideally, cyclists should give way to children in this zone.
- Mitigate the 75% loss of parking spaces 4-6pm weekdays (after school) - from 182 spaces to 44 spaces on the Davis St to Tinakori Road stretch - to a 48% loss of parking spaces by either:
 - Not implementing the proposed 4-6pm bus lane
 - Providing a drop off zone where parents can take their children safely inside the studio before returning to their cars to find a parking space.

- Improve the pleasantness and attractiveness of Thorndon Quay for families to help offset the loss of parking spaces.

Making these changes is consistent with the Investment Objectives of the project as articulated in various project documents, including TQHR Strategic Case Report, p. 60):

Investment Objective 2: Improve Level of Service, and reduce the safety risk, for people walking and cycling along and across Thorndon Quay and Hutt Road.

Investment Objective 4: Improve the amenity of Thorndon Quay to support the current and future place aspirations for the corridor/area.

NEXT STEPS

Thank you for considering this submission. WDA would like the opportunity to speak to this submission – either at a hearing, if one is to be held, or at a meeting with officials.



Feedback

896

NAME: Anne Erwin	SUBURB: Other - Kapiti Coast	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

NAME: Sasha	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

898

NAME: Nick Mouat	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

899

NAME: Joel Miller	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Angle parking absolutely needs to go to make space for cycling and public transport. Consider using pricing to managing demand for the remaining car parking. Have some parking reserved for loading and accessibility purposes.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Thorndon Quay parking changes – June 2021

Feedback

900

NAME: Alex Dyer	SUBURB: Island Bay	ON BEHALF OF: Cycle Wellington	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins



P.O. Box: 27 120 Wellington
cycwell.wordpress.com

Twitter: [@CycleAwareWgtn](https://twitter.com/CycleAwareWgtn)

Facebook: [groups/cyclewellington](https://www.facebook.com/groups/cyclewellington)

Thorndon Quay Hutt Road

Cycle Wellington submission

We would like to make an oral submission. Please contact alex.m.dyer@gmail.com

General feedback

We applaud the team for a quality design and consultation.

The two-way separated bike path on one side of the road makes sense for connection with Hutt Road.

We agree that the separation of the cycling path from the general traffic and footpath is essential.

Cycle Wellington notes how long Wellington and Hutt cycling advocates have been calling for safety and other improvements at this location for people on bikes. We still hope for a quicker turnaround of intervention / implementation that realises safety measures than is currently scheduled. We would like to hear how safety along this corridor can be improved early and during implementation of the final solution.

3m is too narrow for the volume of cyclists expected at peak times along both THorndon Quay and Hutt Road. The number of driveways crossing the path, and business activities that may encroach on the lane (e.g.: deliveries, rubbish for collection), means a 4m+ width would provide valuable space to safely avoid hazards. The path needs to remain safe and accommodating for counter-peak riders.

Thorndon Quay

Design details: needs features to prevent vehicles entering the bike lane and parking on it (e.g.: for deliveries). Needs good sight lines at driveways with good setbacks of parking at each driveway - and speed bumps or other physical features to slow turning traffic.

Parking: needs plenty of short-stay loading bays reserved for deliveries and pickups. Otherwise people will park on the bike lane or in other unsafe locations. Shorter stay parking time limits may help ensure greater parking availability at all times for all purposes.

Bus lanes: need long enough operating hours to cover the full time they would be useful (especially managing the start where people may overstay and cause congestion). Suggest

longer (starting earlier to allow enforcement/towing) than current clearway time, for example. Stricter, more responsive enforcement and towing will be needed from day one for these bus lanes to flow properly.

Hutt Road

The expected popularity of Te Ara Tupua will create pressure here if too narrow, especially at intersections (e.g.: connections at Ngauranga). The footpath under the bridge is clearly not a suitable solution. Keen to see what is planned here to match the quality of experience designed for further north.

We support the raised central median. We are unclear if the intended purpose is to reduce or eliminate right turns across the bike path. If the intention is elimination - then the design details must counter the substantial growth in size of private vehicles these days. Many people drive SUVs, double-cab utes and off-road vehicles around town (sadly). Traditional raised medians that are kerb height will be ineffective at eliminating these types of vehicles from turning over them. Businesses are also likely to oppose the raised median. Maybe a safe provision for turning that's closer than current ideas (Aotea Quay roundabout and Glover St.) would reduce opposition. A signalised u-turn facility somewhere to keep this safe - e.g.: at one of the new signalised pedestrian crossings, where it could share a lights phase.

About Cycle Wellington

Cycle Wellington is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We advocate for cyclists who use their bikes for recreation and transport. Since 1994, we've worked constructively with local and central government, NZTA, businesses, and the community on a wide variety of cycle projects. We represent around 2,000 members and supporters.

Nā mātou noa, nā Cycle Wellington
8 June 2021

Feedback

901

NAME: Kath Haines	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

902

NAME: Mark Randall	SUBURB: Wellington Central	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Residents parking

Feedback

903

NAME: Grant Shanahan	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

NAME: Yasmeen Daly	SUBURB: Berhampore	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

This is a busy area with lots of businesses where you are usually parking for a short to medium time to frequent the business. Parallel parking compared to angle parking will reduce the amount of carparks needed.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

906

NAME: Juliet Young	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Currently it is unsafe backing out from parking as many cyclists in the area and traffic moves fast

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

907

NAME: Prefer not to say	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Sarah	Ngaio	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

It is dangerous having the parking with buses coming by in another lane and cyclists on the other side. I think parallel parking is a great idea but not with the bus lane and bike lane. We will be taking our child to dance (with 3 other young kids) and negotiating cyclists, bus lane and walkers sounds like a disaster waiting to happen! Providing a drop-off / pick-up zone outside WDA & Co Kids Childcare, which is signalled to cyclists as a 'child activity zone'.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

909

NAME: Mark	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Changing the angle parking may improve the safety of the cyclists however there will not be enough parks to service the area-

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

910

NAME: Kylie Barlow	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Residents parking

NAME: Stuart Davidson	SUBURB: Berhampore	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Parking does not necessary need to be parallel (I do ride a bike so would prefer that) Parking in some sections could be angled 45 - 60 degree to the footpath so that the motorist has more room and visibility when backing out. This would help maintain park spaces for cars

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours
Residents parking

NAME: Hollie Perkins	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

It appears that cyclists are being more consideration than other commuters. I am in favour of reducing traffic, however public transport needs to be more affordable. Cycleways in other parts of Wellington have been a disaster!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

913

NAME: Julianne Cobham	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Please don't reduce parking space anymore. The angle parking allows more and also means easier parking for shoppers.. Please Stop reducing our parks. Not everyone bikes or runs or uses public transport. Carrying shopping etc..Be practical about this.. it's not all about green house gases and environmental aspects.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

914

NAME: Megan Mulholland	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Residents parking

Feedback

915

NAME: Belinda Moss	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

917

NAME: Henry	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

918

NAME: Tertuis Mostert	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

919

NAME: Kristina taylor	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

920

NAME: Nick Rinehart	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

921

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Daniel	Hataitai	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

922

NAME: Amelia Barton	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

923

NAME: Withheld	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

More free parking

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

924

NAME: Andre	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Well overdue

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

925

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
David Foster	Newlands	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

It sounds great as long as businesses in the area aren't significantly impacted

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

926

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Franc Mills	Island Bay	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

I only support the switch to parallel parking IF it is to accommodate bus lanes. Bus lanes must be the priority. If you don't put bus lanes in, then leave the angle parks

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

927

NAME: Maureen Kerr	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Discouraging cars from coming into Wellington will work against businesses in Wellington and help grow economies in other areas in the Wellington region.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

928

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Marie	Karori	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

WCC should be spending money on other things. I don't see this as a priority

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

929

NAME: Peter Hodge	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Residents parking

Feedback

930

NAME: m	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

931

NAME: Grant Petherick	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

LGWM promised removing 2000 car parks across the city, so this change could be the first to actually make that a reality!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

932

NAME: Yoshi Shinoda	SUBURB: Wilton	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

933

NAME: Julie Middleton	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

934

NAME: NAgendra	SUBURB: Woodridge	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

936

NAME: Jordan Dallimore	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Is this going to additional parking? If not it is a terrible idea! This is not a city centre area and is traveled to by people from all over the greater Wellington area. People from Churton park are not going to cycle into to Thorndon to pick up a new side table for their home.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

937

NAME: Chuyaun Chen	SUBURB: Other - outside the Wellington region	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Don't know

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

938

NAME: Tom H	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

939

NAME: Dave Roberts	SUBURB: Woodridge	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

940

NAME: Mathew Hartley	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

941

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Catherine McLaren	Thorndon	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Once again can't wait for these changes. Live nearby. Use businesses - mainly walk and find the parallel parking takes up so much space.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

942

NAME: Karen Schwoerer	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Strongly support removing angle parks! So dangerous

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Commuter parking – up to 9 hours

Feedback

943

NAME: Matt McKillop	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

944

NAME: Mike Gilbert	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The council will likely unilaterally implement this anyway. Why has repainting some parking lines taken five years? Just get something done. Stop asking uninformed people like me and do something.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

945

NAME: Chris Rae	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Medium stay – 2-4 hours
Residents parking

Feedback

947

NAME: James Campbell	SUBURB: Broadmeadows	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Particularly important until 2 way cycleway is introduced (for safety reasons). Plus it's probably necessary to make the space for the final changes.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

948

NAME: david brownless	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

make even more bus and bike friendly , remove car parks all together

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Residents parking

Feedback

949

NAME: Leoni Hawkins	SUBURB: Northland	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

With vehicles getting longer, many do not fit in the angle parks and protrude into the current bike space, so please get rid of angle parks as soon as possible

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

950

NAME: Tracy Berghan	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Great idea

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

951

NAME: Bernard	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I am concerned that it will kill the shops in the area, which would mean driving to Lower Hutt or Porirua. The bike lane should use some of the railway land

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

952

NAME: Grant Wright	SUBURB: Aro Valley	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Parallel parking impedes traffic flow while people park

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Feedback

954

NAME: Warrick Mosen	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

955

NAME: Anon	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

956

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Lynn sleath	Other - Kapiti Coast	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

removing angle parking would be a huge safety improvement for cyclists. Currently there are cars overhanging into the southbound bike lane every day.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

957

NAME: Lawrence Collingbourne	SUBURB: Khandallah	ON BEHALF OF: Onslow Residents Community Association	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?
Please see our attached written submission

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?



ON SLOW RESIDENTS' COMMUNITY ASSOCIATION

Submission of the Onslow Resident's Community Association for the Let's Get Wellington Moving: Thorndon Quay and Hutt Road 2021

The Onslow Residents Community Association represents the areas of Khandallah, Broadmeadows and Kaiwharawhara. Our purpose is to act as a conduit between the community and local authorities, represent the views and interests of our three communities, promote, develop and improve the public services and facilities for our community and foster a sense of community. We are a voice for our community.

[Overview](#)

The Onslow Residents Community Association is pleased to make a submission on the proposed changes to Thorndon Quay and Hutt Road (TQHR) as part of Let's Get Wellington Moving (LGWM). This is based upon the views of our Committee.

We support specific improvements to road, pedestrian and cycling safety and the diversion of large vehicles going to the ferries.

We believe there are serious safety issues with the proposed cycleway that must be rectified.

If there is an opportunity we also wish to make an oral submission.

We will answer the key questions around transport mode changes and then focus on the key points we wish to make. Finally, we will summarise recommendations for modifications to the proposals.

[Answers to the questions in the submissions questionnaire](#)

We have completed an online questionnaire. However, we have not answered the questions of qualitative assessment about how we feel nor the undefined vision statement.

We have the following comments on the material questions about transport modes:

1. Walking in the area will be largely unaffected on footpaths if they are kept wide enough, improved on the Hutt Road by separating out the cycles (although hardly anyone walks it), and that crossing Thorndon Quay will be made safer by using signalled crossings; however leaving a parked vehicle to cross a cycleway would be unacceptably dangerous.
2. Using a bus will be improved at morning peak through reduced travel times on a bus lane; however it will be largely unaffected during most of the day, and we are unconvinced that a northern bus lane is required.
3. Riding bikes will be made safer by removing the angled parking; however we consider a dedicated cycleway on the south side of Thorndon Quay to be unsafe due to the large number of vehicle exits from buildings.
4. Driving Thorndon Quay may be impacted by parallel parking and at off-peak signalled crossings (unless they are Smart crossings); however parking will be safer by removing the angled parking.

5. Driving Hutt Road could be impaired by the new central meridian, as while it may improve safety, drivers will be confused as to how to get to businesses along the road and their trade will suffer.
6. We do not live in the area and cannot comment on this.
7. We do not work or own a business in the area and cannot comment on this.
8. Accessibility is compromised by having to cross a high-speed cycle lane from a parked vehicle and that this is unsafe.

Specific points we wish to make

We wish to make the following specific points about the TQHR proposal:

1. ***We believe that the proposals are overly characterised by 20th century solutions.*** Bicycles are likely to be replaced by a variety of new electric personal vehicles in the 21st century that provide better comfort and weather protection, without carrying their current global warming stigma. The proposal provides no innovative solutions to prepare for such transport changes.
2. ***The principal benefits are to improve safety and make morning bus transit times faster.*** The temptation to spend more money to tick other transport fads-of-the-moment should be resisted and the funds diverted to solve the large transport congestion issues elsewhere in the City, specifically to provide fast transit routes across the city that take traffic off its streets.
3. ***Innovative use of the bus lanes would improve this corridor,*** as even at peak times there is only a bus every one or two minutes on average. We suggest that it could be shared with electric vehicles, with any number of wheels, including hybrids in the short term.
4. ***We have major safety concerns about the proposed cycleway design.*** Vehicles emerging onto Hutt Road already create a significant hazard to us cyclists on the cycleway, especially at Waitomo and Spotlight. They block it and drive onto it without looking, with at least one hidden exit. Thorndon Quay will have high-sided parked vehicles and has many building exits that make this hazard unacceptable. We predict that many cyclists will remain on the road and suffer road rage from motorists who think they should be on the cycleway. Pedestrians emerging from parked vehicles have to cross the cycleway and with cycles now doing 40kph this is an unacceptable safety hazard. The principle benefit to cyclists comes from removing angled parking, so we propose that each cycleway is integrated with the road so that emerging traffic has one source of traffic to navigate and pedestrians emerge on the footpath.
5. ***We do not see any space for taxi or personal vehicles passenger drop-offs or pick-ups in the proposed design for Thorndon Quay.*** We are particularly conscious of the cafés people want to visit as well as the eye specialists, where drop-off and pick-up is particularly important. Various trade vehicles and customers picking up furniture also need access.
6. ***We have reservations about the central meridian on the Hutt Road*** but have not seen the proposed design of turnarounds and access to key businesses, such as Place Makers. We think the proposal is confusing, has potential for long detours and therefore will impact businesses. We suggest that solutions such as that at Animates / BMW are considered, e.g. turn-offs onto side access roads.

What we like about the TQHR proposal

We like the following about the proposal and believe they are sufficient to make it worthwhile:

- The removal of angled parking, as it significantly improves road safety and cyclists safety
- The dedicated bus lane for morning peak buses, as it will reduce public transport journey times for the majority
- The provision of a roundabout on Aotea Quay to divert heavy traffic off Hutt Road
- Signalled crossings on Thorndon Quay, to improve crossing safety

- Road junction improvements at Mulgrave Street, Tinakori Road, Rangiora Avenue and Onslow Road if they improve safety and traffic flow.

Recommendations

We offer the following recommendations to the Council:

1. The proposed Thorndon Quay cycleway is replaced by cycle lanes on the road
2. The signalled crossing are made smart to avoid unnecessary delays outside peak times
3. The Hutt Road central meridian allows clear access to businesses
4. Bus lanes are shared with 2-4 wheel electric vehicles until bus capacity grows
5. There are clear drop-off / pick up points for cars and taxis.

Conclusion

Thank you for the opportunity to make a submission. We will also be sharing this submission in ORCA's communications with its members. Please feel free to contact our association at [REDACTED] or by phone on [REDACTED] regarding this submission.

Yours sincerely

Lawrence Collingbourne, President on behalf of

Onslow Residents' Community Association

Feedback

958

NAME: Geoff Simmons	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

959

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Jamie Povall	Te Aro	Individual	

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Just get on with it and stop consulting the fatigue is draining the city

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

960

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Claire	Kelburn	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

It is time to plan for cars being more obsolete.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

961

NAME: Tom Halliburton	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Much of this parking seems to be long stay commuters, especially under the motorway. On street commuter parking should never be a priority. It is essential to push back against shop keepers who are always anxious about change.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

962

NAME: Robyn Wright	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

964

NAME: Stephanie Cairns	SUBURB: Rongotai	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I ride through Thorndon Quay occasionally and would feel much safer with parallel parking over angle parking. Looking forward to this change.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

965

NAME: Ian Tulloch	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Long stay – 4-6 hours

Residents parking

Feedback

966

NAME: Chris S	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

967

NAME: Kerrin	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

968

NAME: Cillian Adamson	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

NAME: Pat	SUBURB: Island Bay	ON BEHALF OF: Valesto Properties Ltd and The Forza Trust	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

As a Building owner, I strongly oppose the changes and reduction of Car parking in Thorndon Quay. The Businesses in this location (Furniture, services, Trade) are destination businesses and removing carpark will have a huge impact on the viability of their business. Businesses will close, Rents will reduce and property values will decrease.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

970

NAME: Alanna Garland	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Commuter parking – up to 9 hours

Feedback

971

NAME: Kirill	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

973

NAME: Gene Clendon	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

It's about time, this area is criminally hazardous to people on bikes, and should be changed ASAP.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

975

NAME: Ross Sutherland	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

NAME: Evan Freshwater	SUBURB: Other - Kapiti Coast	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Removing angle parking is imperative. Thorndon Quay is considered a major full-day cheap carpark option for Wellington commuters. Removing this will encourage greater uptake of alternative ways into the city for work.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

978

NAME: Arthur Klap	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Residents parking

Feedback

979

NAME: Brad	SUBURB: Wellington Central	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

Eliminate buses

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Feedback

980

NAME: Ub	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

No to parrallell parking there are lots of commercial and industrial business they need customers are you are removing them from plaves where online commerce doesnt work.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

981

NAME: Justin Smith	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Stop removing car parking

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

982

NAME: Nicole	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Long stay – 4-6 hours

Commuter parking – up to 9 hours

NAME: Alex	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If you're taking away parking spaces, make a parking building to cope with future population rises where more and more cars will be on the streets!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

984

NAME: Andrew Witham	SUBURB: Kingston	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Leave it alone. Stop wasting money.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

985

NAME: Emma Alcock	SUBURB: Aro Valley	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

986

NAME: Kathryn	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

987

NAME: jess	SUBURB: Broadmeadows	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

it will be less parks

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

988

NAME: Brian Shillito	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

989

NAME: James Barber	SUBURB: Berhampore	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I bike my kids to Te Puna Reo o nga Kakano along Thorndon Quay twice a week. This change is well over due and should have happened ten years ago.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

990

NAME: J Dougherty	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If you allow parallel parks, that is going to slow the flow of traffic while people attempt to park. Busses are impatient enough letting someone reverse out of an angle park let alone attempting a parallel park in peak time.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

991

NAME: Jeremie Madamour	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

992

NAME: Overtaxed Citizen	SUBURB: Aro Valley	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Once again you pander to freeloading cyclists whilst over taxed motorists ate left with 3rd world cheap and nasty roads

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

993

NAME: Andrew Simms	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

994

NAME: Bruce Heesterman	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours
Residents parking

Feedback

995

NAME: Nick Horspool	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

As a cyclist and driver angle parking is unsafe as visibility is reduced when pulling out. This affects all road users.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

996

NAME: Jonathan	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

997

NAME: Jim Rustle	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Please just do it quickly. It's a dangerous spot for us cycle commuters and it only needs a new paint job. Also, I see school kids trying to cross and it's appallingly dangerous for them - only one crossing miles up the road. Madness.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

998

NAME: Antony Foster	SUBURB: Southgate	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

999

NAME: Lisia Grocott	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Residents parking

Thorndon Quay parking changes – June 2021

Feedback

1000

NAME: Daniel Town	SUBURB: Lyllall Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

The only reason the current angle parking isn't working is because the road is too narrow

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Residents parking

Feedback

1001

NAME: Avril	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

I am supportive of this, my only thought would be that parallel parking is harder than angle parking, how will the changes ensure that people trying to parallel park do not hold up traffic?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1002

NAME: Murray Jaspers	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Business interests seem to be low priority. Again cycle interests abound. If you build it they will come is a myth

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Residents parking

Feedback

1003

NAME: Xanthe Torrens	SUBURB: Mornington	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

angle parks are dangerous

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1004

NAME: Martin hefford	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1005

NAME: Neil Kennedy	SUBURB: Houghton Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours
Residents parking

Feedback

1006

NAME: Raj Kumar	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1007

NAME: Tom Beard	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1008

NAME: Steve	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1009

NAME: [REDACTED]	SUBURB: [REDACTED]	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Residents parking

Feedback

1010

NAME: Phaedra Upton	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

1011

NAME: Debbie Summers	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1012

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Angela Pidd	Newtown	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Need to keep parking so that customers can access businesses, especially older customers and those who don't cycle.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1013

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Tess	Other - Lower Hutt	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I think removing the angled parks is an excellent move. As a cyclist, this is typically where I feel most unsafe, so I am grateful to hear this is being resolved!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1014

NAME: Chrissy	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours
Long stay – 4-6 hours

Feedback

1015

NAME: Z	SUBURB: Pipitea	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

More residents and coupon parking - literally nowhere for us to park

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Residents parking

Feedback

1017

NAME: Richard Whittington	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Please do not change this parking. It is the one area in Wellington where you can be at least 50% confident of finding a park. Do you really want to 'Get Wellington Moving' ? Or just confine us all to the suburbs ?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Feedback

1018

NAME: A F	SUBURB: Berhampore	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I do not own a business and I am never particularly supportive of business owners but in all honesty, I am certain that the proposed changes will kill the businesses in the area. I am surprised that no consideration has been given to them at all.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1019

NAME: Daniel Berry	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Commuter parking – up to 9 hours

Feedback

1020

NAME: Jerry	SUBURB: Other - outside the Wellington region	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If your goal is simply to remove more parks, then don't bother changing the arrangement.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1021

NAME: Stu	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1022

NAME: Tess Breitenmoser	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Removal of parking is necessary to improve safety and enjoyment of the area for cyclists and pedestrians. It is great to see LGWM prioritising people over parking!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1024

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
John Basile	Island Bay	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

You are obsessed with your anti car agenda to only cater for cyclists. Fewer car parks means businesses will suffer. If you want to "get Wellington moving" expand the Terrace Tunnel and build a 2nd Mt Vic tunnel.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1025

NAME: Merewyn	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1026

NAME: Kirill	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1027

NAME: Richard Young	SUBURB: Other - Kapiti Coast	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1028

NAME: Anne Logan	SUBURB: Woodridge	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

This is so long overdue, but really exciting it's going to happen. However, offsite parking is needed at several locations so people can still use the businesses

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1029

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Lydia Pack	Ngaio	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Commuter parking – up to 9 hours

Feedback

1030

NAME: Himalia kumaran	SUBURB: Kaiwharawhara	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Feedback

1031

NAME: Arran Whiteford	SUBURB: Melrose	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1032

NAME: Stephen C	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1033

NAME: Megan sewell	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1034

NAME: Ben	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Again not required, focus on the key issues

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1035

NAME: Jack Rainey	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

1037

NAME: Adam Lewis	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

There is no justification I can see for long term parking in this area. Some drop offs and loading permissible but in a way that doesn't compromise all the users of the road.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

1038

NAME: Matthew	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1039

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Michelle	Karori	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

It's an irresponsible amount of money the council are spending on a cycle lane when the infrastructure needs attention

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Residents parking

Feedback

1040

NAME: carl	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1041

NAME: Geoff Ferry	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1042

NAME: Paul Wilton	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Cyclist and cars have cohabited for years without a problem. Spend the \$100m on something the city wants like replacing the pipes, reducing debt.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

1043

NAME: Chris Service	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1044

NAME: Guy Dubois	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Smaller car parks

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1045

NAME: Claudia	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1046

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Chris	Other - Lower Hutt	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The changes will make it much safer for cycling and mean I don't have to ride in the road lane and slow down traffic

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1047

NAME: No way	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Reducing parking spaces will see less people stopping in the area. I would say that most of the traffic through the area is car traffic, not buses, walkers and riders. Why are we prioritising walkers, buses and riders?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1048

NAME: Daniel Spector	SUBURB: Highbury	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1049

NAME: Gerad McArthur	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

This is the most dangerous part of commuting by foot or bicycle from the northern suburbs. The use of the angle parks on Thorndon Quay by single occupant cars that are clearly office workers is not what the area is intended for.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1050

NAME: Adam Crisp	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The preferred option I think is best wasn't listed : 30mins to 4 hours i.e. covering short to medium term needs

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1051

NAME: Bevin Phillips	SUBURB: Oriental Bay	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

These are vital to maximise parking in the area

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1052

NAME: Daniel	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours
Long stay – 4-6 hours
Commuter parking – up to 9 hours

Feedback

1053

NAME: Neil A Deans	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

1054

NAME: Sarah	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

This is one of the very few areas in the wider city area that offers commuter parking, and angled parking fits more cars into the space and is easier to park in.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

1055

NAME: Steffen Wohlleben	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Electric cars should get a bonus.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1056

NAME: Angie Serrao	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

I am very concerned about the safety aspect of dropping my 20 month old off at Co kids. I need to run across the road in peak hour traffic with him in my arms. Please put in p5 / p10 carparks in front of 172 Thorndon Quay for the hours of 7.30-9am and 4-6pm. Please! Someone most likely a child will be injured if this is not addressed. It is stressful enough being a working mum and trying to drop your child off at daycare without there being no safe parking options.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1057

NAME: Kahu	SUBURB: Happy Valley	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Please do not change from angle parking.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1058

NAME: Andre Lategan	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1059

NAME: Juline	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1060

NAME: Mary Sue Hopper	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

It's difficult to find parking in the city, don't limit this area to short term which could cause problwhen you have to have a car

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Residents parking

Feedback

1062

NAME: Deborah	SUBURB: Woodridge	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

1063

NAME: Tom	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Parking seems to be given priority over any other use of street space in Wellington, and it needs to stop. Even when parking is blocking traffic from moving freely on main roads it's not taken out.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1064

NAME: Alasdair Saunders	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1065

NAME: Melandi	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Don't know

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

1066

NAME: gary james	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1067

NAME: S Laws	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1068

NAME: J Sitzia	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1069

NAME: Belinda Milnes	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

There is a shortage of parks already and you plan to remove more? Also what provisions have been made for the queues that form outside VTNZ during busy periods?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1071

NAME: Meghan	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the parking is changed to parallel, this will end up in back ups in traffic as some people may be less confident to parallel park and therefore take more time. This may be something you test first in the area and gain feedback and data from usage/ traffic build up

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1072

NAME: Patrick Drysdale	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1073

NAME: Eleanor	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

There is considerably more parking available using angled vs parallel

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1074

NAME: Ketan	SUBURB: Crofton Downs	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1075

NAME: Kate Richards	SUBURB: Paparangi	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1076

NAME: Andrew Shakes	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

As a cyclist I strongly support this improvement as cycling along Thorndon Quay is currently unpleasant and somewhat dangerous

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

1077

NAME: Graham Good	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

1078

NAME: Tony Vial	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

East side angle parking should remain as is with a few exceptions where road narrows. West side angle parking could largely remain if clearway installed say after 5.00 pm. Ideally, the angle parks should be redesigned so that they were on a more acute angle to provide better visibility when exiting. Similar to new angle parking near Oriental Bay?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Residents parking

Feedback

1080

NAME: Barry Phease	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The space taken up by angle parking and the difficulty for cars to safely exit the parking is the biggest safety problem. Moving to parallel parking is the best bang-for-buck option. Separating the various classes of user will not provide much benefit if angle parking is maintained.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1081

NAME: Judy Kirby	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

With the length of time it takes many people to park into and out of parallel parks your conclusion that other traffic will have it smoother/easier is false.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

1082

NAME: Walter Somerville	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1083

NAME: Evan	SUBURB: Wellington Central	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1084

NAME: Hatton	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1085

NAME: Paul Mahoney	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1086

NAME: John	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1087

NAME: Thomas Goodman	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1089

NAME: Hamish	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1090

NAME: Jenna Ellis	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1091

NAME: Andy Pipkin	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

Need to be a positive to business not a negative here

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1092

NAME: Darrin Cornes	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Fully support the change to parallel parking bays. Currently the road is very dangerous and not inviting. I am a regular cyclist and also shopper (typically drive to Thorndon Quay)for shopping.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1093

NAME: Edwin Crossling	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

NAME: David Young	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

This change is well overdue. The current situation puts the safety of people on bikes at risk, and the angle parking is completely unnecessary. Many vehicles extend into what would otherwise be the cycle line, forcing people on bikes into the main lane and then being exposed to frustrations of other road users, with risk of further confrontation. I have had aggressive behaviour from bus drivers and other road users when taking the lane.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

1096

NAME: Michael Spittal	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1097

NAME: Graham	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Long overdue. Angle parking is lethal.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Long stay – 4-6 hours

Feedback

1098

NAME: Neil	SUBURB: Berhampore	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Ensure there are parking spaces available during peak shopping times. Bus priority before 9am and after 4pm is fine.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1099

NAME: Amelia Smith	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Commuter parking – up to 9 hours

Feedback

1100

NAME: Jason	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Medium stay – 2-4 hours

Feedback

1101

NAME: Andrew Crampton	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1102

NAME: Winnie	SUBURB: Broadmeadows	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Please do not reduce parking for more bike lanes as the bus service is not reliable enough and parents need cars to pick up children after work rather than wasting time to go home on the bus and drive back out to pick up children. Not many ride the bus given the Wellington windy and wet weather, and houses are built on steep hills.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

1103

NAME: Lewis Barron	SUBURB: Broadmeadows	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

Just to re-emphasise my last comment that some peak hour parking needs to be provided, even if it is only for loading and drop off. Lots of people car pool and take their children to day care's in this area, we need to be able to at least use drop off zones.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1104

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Kare	Churton Park	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

There needs to be more affordable parking and options in the city. The cost puts me off going into town and spending time there on my weekly day off.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

1105

NAME: Conor	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1107

NAME: Conrad johnston	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Parking is already very limited on this busy road. Making it parallel will make it that much harder to park. What the area needs is a multi story parking building not owned by wilsons

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1108

NAME: Wanja	SUBURB: Berhampore	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

As mentioned in the overview, parallel parks would still easily meet demand and as a cyclist it would be a huge improvement.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1109

NAME: Kenneth Dixon	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1110

NAME: Brendon Bullen	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Making areas more pedestrian friendly improves turnover for most businesses when cities do this. We should be discouraging car use as well as making it easier to access by walking and cycling. Please remove car parks!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1112

NAME: Joy	SUBURB: Northland	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

1113

NAME: Debbie mcleod	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1114

NAME: Pip	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

1115

NAME: Elliott Kennedy	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Whilst i agree that changing the parking from

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1116

NAME: Nicki Vance	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1117

NAME: Dave	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If it's shopping focused then shorter term parking makes sense.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1118

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
John	Woodridge	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Think of the business owners who will suffer from a lack of parking. Parking is already very scarce in Wellington City.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

1119

NAME: Dolores Hoy	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Some businesses on quay may need delivery access but it needs to be more controlled and not a danger to walkers and cyclists, drop off driving can be very dangerous as its di haphazard and drivers take risks and get impatient too difficult for them to see when parents drop kids off to schools and centres. Those businesses should bear the cost of the drop off model

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

1120

NAME: Keith Wasley	SUBURB: Happy Valley	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Residents parking

Feedback

1121

NAME: Louis Mentillo	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

1122

NAME: Fiona Beals	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

1123

NAME: Kenneth Munro	SUBURB: Melrose	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

1124

NAME: Matt Davies	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

With this change in effect I would be comfortable having my children with me on my bike when travel to and from the CBD.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1125

NAME: Peter Ramage	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

1126

NAME: Aimee Bell	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1127

NAME: Jeremy Rose	SUBURB: Roseneath	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1129

NAME: Sarah Johal	SUBURB: Southgate	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Need to ensure adequate drop off/courier parking to stop delivery drivers parking on the footpath or cycle land. Also need 2hr parking and drop off 15-30m parking near the dance school and other recreational facilities.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1130

NAME: John	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1131

NAME: Tony De Lorenzo	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

53% usage seems light as when i am delivering or picking up there parking is hard to come by.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1132

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Dave	Newtown	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Leave the parking alone. Don't reduce it

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

1133

NAME: Carline Thomas	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1134

NAME: Warren Bokger	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1135

NAME: David Phipps	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

These car parks are heavily used now. As a contractor I use these businesses frequently but I have to go to The Hutt more frequently. You will lose trade supplies business if people cannot work and shop there with a car which will drive up my costs and my charges for work in Wellington

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1136

NAME: MM	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1138

NAME: Chris Bloor	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

There is a ridiculous amount of space devoted to parking on thorndon quay currently, and cars backing out of parks are a major hazard for cyclists - ultimately forcing many to ride in the middle of the lane.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1139

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Jenny samson	Tawa	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

You have clearly already made up your mind so this process seems pointless, but once again you are going to damage businesses by removing accessibility, by removal of car parks

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1140

NAME: Grant Buchan	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1141

NAME: Andrew Lensen	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Parking must be removed as much as possible in favour of active and public transport, and places for people to enjoy. The remaining parking should be very time-limited, or for accessibility purposes.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1142

NAME: Chris Bradshaw	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

needs to be p90. For customers of retail outlets not employee parking

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1143

NAME: Steph Adriaansen-Fink	SUBURB: Paparangi	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

This will have the effect of removing even more carpark spaces from around the city and will stop people from shopping there. Public transport is A) not the answer for every person for many reasons and B)) currently not a well functioning option

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1144

NAME: Phil Caughley	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Additional cheap (or free) off-street parking would go a long way to gaining acceptance of this proposal.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1145

NAME: David Brock	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1146

NAME: Sheila Hart	SUBURB: Southgate	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

1149

NAME: Richard Wilson	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1150

NAME: Eoghan Walsh	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The public consultation document would have been much easier to follow if you had included some maps

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1151

NAME: Sam	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

With the proposal of removing vehicles from the cbd, what impacts will there be on traffic levels in thorndon quay?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

1152

NAME: Alex Gray	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1153

NAME: Reece Fitzgibbon	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1154

NAME: J Harris	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Coordinate with good resident parking on side streets Business should be reqd to provide parking if they want shoppers to drive. Add cycle shelter.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1155

NAME: K Walsh	SUBURB: Berhampore	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Long stay – 4-6 hours

Feedback

1157

NAME: Sonja Miller	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1158

NAME: Debbie Rickard	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Don't know

Do you wish to make any comments about this Thorndon Quay parking change?

Parking is difficult to access already. The angle parking isn't great safety wise for cars or cyclists but this will reduce parking availability significantly

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1159

NAME: Matt O	SUBURB: Strathmore Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

It would be good to have more of a long-term parking strategy for places that currently rely on parking, or businesses/residents that perceive this to be the case. For example, having some parking buildings that mean that spaces can be justified being removed from streets and replaced full-time with bus lanes, cycling lanes or green space. Once a cheap, effective and efficient public transport service is operating then start increasing parking charges to further disincentivise car use, or reuse buildings for other uses. On-street parking should be the lowest priority in street design, and any on street parks should be for loading/unloading and residents, and maybe accessible parks. However, whilst it is difficult to get about across the city by other means it is always going to be a contentious to do anything that reduces the dominance of private motor vehicles, without providing actual alternatives. Bus lanes and cycle lanes need to be installed across the city immediately. If you are using clearways in the city, can you make them consistent across the city and not have different start and finish times in different locations. Same applies for the design of bus lanes and cycleways. Whenever possible make them separate and consistent in how they operate, for example at junctions.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Residents parking

Feedback

1160

NAME: Tamsin Falconer	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

With the large number of larger and longer trade vehicles using the angle parks - they often protrude far out into the cycle/road way. This will make a substantial difference to that risk.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1161

NAME: Jonathan Markwick	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Not dying on the road is more important than being able to find a car park.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1162

NAME: Timon	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

This is long overdue. Please don't back down again!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

1163

NAME: Emma	SUBURB: Kelburn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

It is a bad idea.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

1164

NAME: Geoff Todd	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Alternatives should be found so there are the same or more available parks. This is not a city centre area. People specifically go there or transit through it. The changes focus on an efficient transit zone not place to visit.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1165

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Vivek	Churton Park	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

1166

NAME: Ash	SUBURB: Crofton Downs	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Residents parking

Feedback

1167

NAME: Jane Falconer	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Leave it as it is, small businesses need parks for deliveries, pickups and CUSTOMERS. Not all shoppers will walk, bike or use the bus. Shoppers come from all over the city, and can't always carry home what they are buying....on a bus or bike! A family trip to buy new beds needs somewhere convenient to park. And if my wheelchair bound mother comes for a visit I want to be able to park outside my apartment building, for several hours. Same if out-of-town friends visit on the weekend - where can they park for the day/evening?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

- Drop off & loading – 5-10mins
- Short stay – 30-60mins
- Medium stay – 2-4 hours
- Long stay – 4-6 hours
- Commuter parking – up to 9 hours
- Residents parking

Feedback

1168

NAME: Jonathan Brunton	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Leave it as it is.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Long stay – 4-6 hours

Feedback

1169

NAME: Cormac Moran	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1171

NAME: Andy Smith	SUBURB: Paparangi	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1172

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Sarah Drake	Northland	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Feedback

1173

NAME: Natalie	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Residents parking

Feedback

1174

NAME: Joe Harbridge	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

The angle parking is very dangerous as visibility is poor when reversing out, and cars and increasingly e-bikes go quite fast. But again, there needs to be P5 from 7am to 9am outside of Co-kids, that can be used after 9am as a commuter park. Also, the zebra crossing past VTNZ serves little purpose, this would be better closer to Co-kids if drop off parking is limited or on both sides of the road (which is not my preference).

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1175

NAME: Jacqueline d'Ath	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

With the proliferation of SUVs and giant utes, many of us in "normal" height cars can't see to back out of angle parks.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

1177

NAME: Michelle McCormick	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1178

NAME: Peter Barlow	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Need to have a dedicated cycle route that between the footpath and the parked cars.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1179

NAME: Rob	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

There is no need to change arrangements on Thorndon Quay

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Residents parking

Feedback

1180

NAME: Andy Stewart	SUBURB: Paparangi	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1181

NAME: Bryce Cleland	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1182

NAME: Bob Worthington	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

1183

NAME: Manesh Unka	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

A lot of the businesses along here are building tr

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

NAME: maria collins	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

As a cyclist who uses this route, it is so so scary just waiting for the day a vehicle reverses out in to me. I've had a few near misses even though I keep as far in to the road as I can without getting in the way of the other road users. It's so dangerous and stressful especially in poor weather. This change would be a HUGE improvement!!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Residents parking

Feedback

1185

NAME: Ivan John Burton	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Wait - I thought the changes in August are what these main image proposals you are wanting feedback on. Buit looking at teh technical plans, its just showing the angled parking changes. Can you please clarify that this is a 2 stage activity? If so, when will the actual visual images cycle lane improvements be undertaken? There is no mention of that.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1186

NAME: Martin Bulmer	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1187

NAME: Greg Bond	SUBURB: Crofton Downs	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Make sure that bus lanes are strictly enforced i.e. regularly towing vehicles parked in bus lanes during operating hours

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Residents parking

Feedback

1188

NAME: Dan Grantham	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I think this parking change should go ahead as soon as possible, from a safety perspective and also from an efficiency perspective. With the remaining parks, these should be short term parks and these should be well-enforced so that the bus lanes don't get blocked during peak hours

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1189

NAME: Paul Glover	SUBURB: Roseneath	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Currently storing private motor vehicles at the expense of human safety.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1191

NAME: Shannon	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1193

NAME: Lucy Stewart	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

As both a cyclist and a driver I am HUGELY in favour of this change. It is incredibly dangerous for cyclists and incredibly stressful for drivers. Cannot happen fast enough.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1194

NAME: Dean Quinn	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The current angle parking is a death trap for cyclists but there also needs to be consideration of the switch over going North to the cycle lane on the other side of the road opposite Tinakori road. I've had cars parking on the entrance to the cycle lane as you travel North and a car even drive on the wrong side of the road drive directly at me when I have moved over to the central strip to cross over from the North going road to the cycle lane

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1195

NAME: Alex Johnson	SUBURB: Melrose	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins



From mobile.twitter.com

Feedback

1196

NAME: Ewan	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Don't do it! To make it safer, receive the speed limit and get buses to obey the speed limit. Put traffic calming like judder bars if you want. Just don't take away any more parking.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1198

NAME: Steve Bielby	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The current restrictions on parking greatly improved cyclists ' safety. More needs to be done. Wellington is way past the point where motorists convenience can be accommodated- restrictions on vehicles and parking are well overdue

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1199

NAME: LW	SUBURB: Wellington Central	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

the proposed parking change is unrealistic. the people making the decisions on these things aren't local residents, business owners or users of the parking and the surveys commissioned so far are weighted towards cyclists. realistically this is a semi-industrial area that rely heavily on customers who drive to the stores due to location... some serious thinking needs to be done to compromise

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Medium stay – 2-4 hours

Feedback

1200

NAME: Carson	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

1201

NAME: David P	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I regularly use Thorndon Quay and find the current angle parking very hazardous.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Residents parking

Feedback

1202

NAME: Anthony Davies	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1203

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Shane		Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Again a waste of resources vs cyclists numbers vs accidents.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1204

NAME: Ozzman Symes-Hull	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1206

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Blaire Lodge	Pipitea	Individual	Yes

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Strongly support removal of angled parking. Game day parking should not be allowed- this impacts businesses and residents and driving to the stadium should be disincentivized. A few resident parks could be allocated outside the main apartment buildings- above Bordeaux, above baby on the move, above TQ cafe, above pridex kitchens

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

**Drop off & loading – 5-10mins
Short stay – 30-60mins
Residents parking**

Feedback

1207

NAME: Paul Smith	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1208

NAME: t kennedy	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1209

NAME: Michelle Rush	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

As a car driver, I can't wait to see the end to the dangerous angle parking on this stretch. I would also like to see short term parking prioritised, given how many tradies use this area: this is an area where applying the new parking hierarchy, and potentially the demand pricing parking that the policy allows could be a good idea as things get busier - it will help keep the turnover up, and spaces available for those who do need vehicles, whilst discouraging commuter parking blocking shoppers and tradies.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1210

NAME: Graham Haslehurst	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1211

NAME: John Hopgood	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Is there any space to put in a lot for car parking?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

1212

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Stephen	Hataitai	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

The businesses on this street require customer parking.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1213

NAME: Sarah	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1214

NAME: Murray Coppersmith	SUBURB: Kaiwharawhara	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

What will be done to mitigate adverse impact on businesses from loss of patronage? Focus of proposal is on Thorndon Quay as a thoroughfare, not as a destination.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1215

NAME: Stuart mackay	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1216

NAME: Fernanda	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1217

NAME: Danielle	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1218

NAME: Tanya O'Brien	SUBURB: Kelburn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Feedback

1219

NAME: Maggie McQuillan	SUBURB: Oriental Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Already provided earlier

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Feedback

1221

NAME: Richard Davies	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

It is essential that you make this change. If there is demand for parking the private sector can provide it by converting existing properties into parking

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1222

NAME: Umair	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1223

NAME: Neil Skene	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

The businesses in the area are of the type where you visit for a relatively short time, it's good that parks are available and not 100% occupied, long term parking should not be allowed

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1224

NAME: Bex	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Strongly support this. Lots of vehicles with tow bars & bike racks sticking out. Very dangerous for cyclists

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

**Medium stay – 2-4 hours
Commuter parking – up to 9 hours**

Feedback

1226

NAME: Ella	SUBURB: Pipitea	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Strongly support change to angle parks - they are SO dangerous right now. Parking should just be for loading, short stay (up to 60 mins) and residents

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

1228

NAME: Kirsten	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1229

NAME: Amanda Wells	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

We need to stop prioritising parking over people's safety. And if we want a livable city with less traffic, then we need fewer cars coming into it (and more provision for active and public modes of transport).

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1230

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Richie	Other - Lower Hutt	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1231

NAME: Natasha Furness	SUBURB: Kelburn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

1232

NAME: Joanna Turner	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours
Long stay – 4-6 hours
Commuter parking – up to 9 hours

Feedback

1233

NAME: Mike Parkin	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1234

NAME: James Sullivan	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If bus stops are to continue requiring buses to pull in out of the flow of traffic, then a large amount of distance in front and behind the stop must be provided for buses to actually be able to come parallel to the curb. Making it easier and safer for people to board and alight.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1235

NAME: Lucy Weston-Taylor	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

1237

NAME: Pascarn Dickinson	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Residents parking

Feedback

1238

NAME: Chris Soufflot	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Allowing for dedicated short-term & drop off zones will take a lot of pressure off the longer-term parks, as I believe that people are only popping in to a lot of shops along this stretch.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1239

NAME: Ian	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Residents parking

Feedback

1240

NAME: Stephen Pepper	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1241

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Nadiene	Newlands	Individual	

Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

1243

NAME: Carolyn Shivanandan	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

I think it will be better eventually - the current angle parking is not safe for cyclists. However - it will make things more difficult in the short term until there is fully joined up public transport/safe cycle ways etc. I live in Ngaio and the current road works etc make coming down the Ngaio gorge unsafe as a pedestrian/cyclist. Buses are not good enough. So I usually drive despite the short travel time.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1244

NAME: Sam Duff	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Local retailers will likely complain that reduced parking spaces will negatively affect their businesses. This is not true. Evidence from other cities shows that improving spaces for all modes of transport (cycle lanes etc) IMPROVES business.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Residents parking

Feedback

1245

NAME: D	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Long stay – 4-6 hours

Feedback

1246

NAME: N	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1247

NAME: John Wilson	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Feedback

1248

NAME: Alex Dyer	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I am also curious to hear what the timing of the bus priority lanes will be like. I am worried that there will be a lot of poor parking that will create congestion problems. The lanes should be cleared an hour before the peak time actually begins - to give some time for enforcement and haulage of infringing vehicles. Authorities should be prepared to maintain highly responsive parking infringement removal from day one.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1249

NAME: David Austin	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1250

NAME: Sean Mulholland	SUBURB: Mount Victoria	ON BEHALF OF: Lloyd Richardson Ltd, property management	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

The reduction in spaces is a disaster for businesses. This needs a total re think.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1251

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Kate	Newlands	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1252

NAME: Matt Fowler	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

After seeing crashes on bikes and many close calls, this change will make it safer. Also when driving my car, reversing out of the angle parks is currently unsafe with limited visibility, so it will be safer for car passengers too!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1254

NAME: Liz Andrews-Stevens	SUBURB: Tawa	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1256

NAME: Paul Jacobs	SUBURB: Other - outside the Wellington region	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1257

NAME: Claire Stent	SUBURB: Paparangi	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

Not all users of Thorndon Quay are shoppers. There are services like eye specialists as well. There needs to be enough time for people to park and attend appointments

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1258

NAME: Andrew R	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Car parking is the least important function of the road here. Safety, a nice street environment, and moving people are all more important.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1259

NAME: Shelley A	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Parallel parking will reduce the amount of carpark on Thorndon Quay. It severely impacts on those business on the Quay. There are cafes, supply shops on the Quay and people take time to look around so I think that is completely insane to change the angled parking to parallel parking.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1260

NAME: Brian Meachen	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

Angle Parking get More people access to the shops, Angle parking, Approaching Cycles Need to Slow if Necessary as cars parked parallel need to watch for doors.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Residents parking

Feedback

1261

NAME: Bruce	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1262

NAME: D	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Please police the current parking and ticket all the offenders who park in the clear way. Also ticket all the vehicles that are too long for the current parks and just stick out in the cycle way or road. While your at it, get rid of that silly power box in the middle of the cycle way. There are also way to many entrances and turning bays. over the foot path and cycle way.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Feedback

1263

NAME: Paull Parry	SUBURB: Other - outside the Wellington region	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1264

NAME: john Mlathus	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1265

NAME: Sunil Patel	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

NAME: Carol Anderson	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Removing angle parking will be safer for everyone. The challenge is to provide a mix of short and medium term parking so people can meet friends for a coffee or shop for beds and also just 'drop in' to browse or pick up purchases.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours
Residents parking

Feedback

1267

NAME: Brendan Jelley	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The current use of Thorndon quay is quite varied, with it currently supplying a large amount of wellingtons on-street commuter long-term parking, and additionally providing substantial parking for events held at the stadium. The usage of parks by visitors to the local retailers is actually quite low.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1268

NAME: Dean	SUBURB: Woodridge	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1269

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
David Smith	Newtown	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1270

NAME: Alex Macdonald	SUBURB: Northland	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Strongly support, seen cyclists knocked off and road width is better used for bus lanes and footpaths. Don't cave into worried 'locals' and remember that there's loads of research to show changes like this are positive

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1271

NAME: Paul	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1272

NAME: Zong Chen	SUBURB: Kelburn	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Angle parking is a significant traffic safety threat. When cars back-out of the parking space, the car's direction of travel is too perpendicular to the road; as a result, cars can "suddenly" back out from the parking space. With parallel parking, cars cannot "suddenly" back out: from the roadway, a driver or cyclist will be able to see the car's driver door open, front-wheels turn, and see the indicator lights. The fact that more width of the road can be used for travel (e.g. as bicycle lanes) is just a nice bonus on top of the much needed safety improvement.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1274

NAME: Carol Sander	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1276

NAME: Frances	SUBURB: Southgate	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I strongly support this change. It cannot happen soon enough. This road is not safe for cyclists, motorcyclists, cars or buses at present.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

1277

NAME: Natalie wong	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the number of car parks are being reduced, there should be sufficient number of short stay car parks (not metered) to maintain and encourage customers to businesses along Thorndon quay.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1278

NAME: V Williams	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1279

NAME: Elspeth McIntyre	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

1280

NAME: Tanya Piejus	SUBURB: Island Bay	ON BEHALF OF: New Zealand Community Trust	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Commuter parking – up to 9 hours

Feedback

1281

NAME: Jack Power	SUBURB: Island Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Feedback

1282

NAME: Wendy Cooper	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

This will be the death of some businesses, retail etc.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1283

NAME: Mark Tanner	SUBURB: Northland	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Given the nature of many businesses there - big purchases like furniture, etc, some customers will need time to browse, but also cars/vans to take home some of their purchases. So we really need to have more than just short term, I think

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1284

NAME: Bill	SUBURB: Kelburn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

The mix of parking and where it is should not be uniform. Where there is bulk angle parking at the moment near Davis street, that is used extensively by commuters. While the parking further north is used by shoppers. One solution might not fit everyone.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1285

NAME: Jarrod Crossland	SUBURB: Maupuia	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1286

NAME: Daniel	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1287

NAME: Margaret Evison	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Feedback

1288

NAME: Patrick Morgan	SUBURB: Te Aro	ON BEHALF OF: Cycling Action Network	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Reduce motor vehicle parking spaces on TQ, to ensure Wellington meets its liveability and climate commitments. Add parking for scooters and bicycles.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1289

NAME: Robert Collier	SUBURB: Paparangi	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Current angle parking is a major issue for cyclists resulting in the need to ride in the middle of the remaining lane for safety. I strongly support it's removal as it also makes room for the bus lane which I also support.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

1291

NAME: Ian Shearer	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1292

NAME: Dan Martin	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1293

NAME: Paul	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

This is an ill conceived idea. Planners everywhere get rid of angle parking. It has killed urban centre shopping everywhere

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1294

NAME: Nicky	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

NAME: Louise Yarrall	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

I think there is far too much emphasis on the needs of cyclists and not on pedestrians in terms of safety. I note too we would love to use buses more but find them unreliable with a 3 year old in tow, particularly in winter. So changes need to be considered alongside how users operate (not just the infrastructure).

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1297

NAME: Stan Najbert	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

**Medium stay – 2-4 hours
Residents parking**

Feedback

1299

NAME: Chris Hubscher	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Will you please just get on with it. LGWM has made a laughing stock of itself because this change is obviously crying out for immediate action, yet nothing happens! I understand it took some councillors intervening to make you actually do something here.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1300

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Geeta	Other - Lower Hutt	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Residents parking

Feedback

1301

NAME: Richard Busby	SUBURB: Northland	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1302

NAME: Robin Blythe	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Changing the availability of parking will likely harm the businesses here. Free parking but short turnover (<60 minutes) is one potential solution.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1303

NAME: Adam Cheney	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1304

NAME: James	SUBURB: Berhampore	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

This change seems to be a longstanding safety issue including from Waka Kotahi audits. I am amazed that WCC takes so long to address safety issues and feels the need to consult on them. Deaths, injuries and fear have built up unnecessarily on your watch.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1305

NAME: Laurence Harger	SUBURB: Seatoun	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

1306

NAME: Tim Jones	SUBURB: Ngaiu	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Parallel parking on a main road is dangerous and difficult as cars will often not allow enough space to the car in front trying to park. Reducing parking spaces will adversely impact local business

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1307

NAME: Rutger Keijser	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Please get rid of those angle car parks asap. They're dangerous and everybody knows it so it's time to act! Actually, any action is long overdue...

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

1309

NAME: Rosie	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Reducing the number of parks in this change- at weekends this area is very busy and it can be hard to find a park, this will be amplified with the change

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1312

NAME: Adam Partridge	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Clearways likely won't work as per elsewhere in wellington

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1313

NAME: Benjamin	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Given the flow of cyclists, angle parks can't remain here. It's very dangerous and we have to make change with some cost.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1315

NAME: Waning Chua	SUBURB: Woodridge	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1316

NAME: Miki Szikszai	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Commuter parking – up to 9 hours

Residents parking

Feedback

1321

NAME: Emma	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1322

NAME: Peter Sewell	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1323

NAME: Patrick McKenna	SUBURB: Northland	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1324

NAME: Filma Anne Phillips	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Be prepared for the very public objection once the angle parking is removed. There are ways of persuading people that the proposed changes are positive.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1325

NAME: Gonda Sollie	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

There are a few areas that are always extremely busy and a few that are not. Hopefully, there still will be enough parking spaces for those busy areas on Thorndon Quay. I think the main improvement was moving the bike lanes. Parked vehicles often pull out without being mindful of bikes passing behind them.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours
Commuter parking – up to 9 hours
Residents parking

Feedback

1326

NAME: Jaime Rendell	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Reduced availability of parks will likely mean I will go elsewhere to shop.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1327

NAME: Philip Smith	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1328

NAME: Carl McGee	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Thorndon Quay is far out of the CBD & does not have a lot of foot traffic. Removing angle parking will reduce parking making it an unattractive for shopping option.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

1329

NAME: Tyrie Kelly	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

It would be good to have a council-owned parking building with standard parking fees

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Residents parking

Feedback

1330

NAME: Xinfeng Zhu	SUBURB: Paparangi	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1331

NAME: venessa stables	SUBURB: Ohariu	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

please don't take the carparks away - it alienates people from the city and discourage people coming to shop

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1333

NAME: Mark Ramsden	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

This change is urgent. The current angle parking regime is extremely dangerous for the ~1000 cyclists who use this route daily

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Residents parking

Feedback

1334

NAME: Jo Caudwell	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Angled parking seems pretty full when driving past at peak hour - who is currently using these parks and where will they go? How to stop for coffee during peak hours on thorndon quay?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1335

NAME: Nicola Hawkins	SUBURB: Berhampore	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1337

NAME: Vanessa Rowe	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If bike lanes are next to the footpath, then the parking shouldn't need to change. Space can be made around bus stops.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1338

NAME: Erin Duncan	SUBURB: Tawa	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I strongly support the change as a regular cyclist in the area. It will minimise the near misses I often see from vehicles reversing out of parks, or cyclists having to swerve into traffic due to longer vans etc parked there.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Feedback

1339

NAME: Cameron	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1340

NAME: Corwin Newall	SUBURB: Tawa	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Wait actually sorry never mind no comment.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

1341

NAME: Ben Zolno	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

1342

NAME: Jim	SUBURB: Paparangi	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Removing carparks is pretty much a death sentence for those businesses in the area

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Residents parking

Feedback

1343

NAME: Jay Abelson	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

I am currently concerned about the safety aspect of dropping my child to childcare at Co-Kids. It is particularly dangerous to have to park on the other side of the road, cross the road with toddlers and back packs etc and have to turn around in peak hour traffic to get into the CBD for work. The clearway removed for 25 m of parallel parking would make common sense, be safer for any cyclist travelling at speed, and be safer for my children and me. There is also already an approved Loading Zone in this area which is allowed to operate during the Clearway, so there is already precedent for this. **FEEDBACK IS TO: Remove 25 m of Clearway outside 172 Thorndon Quay - Co Kids Childcare Centre TO P10 for 5 Parallel Parks,7.30 am to 9am & 4pm-6pm, Monday to Friday. A Parking Bay would be a sensible safe option (plenty of room). The addition of another crossing northern side of 172 Thorndon Quay will increase foot traffic in the area, be used by families and children, and good for local business. Also, conscious of the car lane width heading south when standard(ie not within a bay) parallel carparks are being utilized - the changes made further back on Hutt Rd a few years ago have meant driving in the left lane can be problematic space wise**

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1344

NAME: Dr Carolyn Hooper	SUBURB: Crofton Downs	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

The loss of angle parking will be detrimental to businesses, especially at weekends which is when many of the businesses in this area are busiest. Please be creative to find a solution, such as weekend off-street parking in the private car park building(s) along Thorndon Quay.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1345

NAME: Natalie Rutherford	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Most parking here would likely be short stay, cafe visit, gym session or dance class. If there were a couple of 50 space car parks then 2 to 4 hours could be there while street could be used for residents or drop off. Workers also need parking access though to ensure inclusive employment.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours
Residents parking

Feedback

1346

NAME: Dylan Cliff	SUBURB: Northland	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1347

NAME: Darren	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I think that it is a nice notion to think about how people might live in 20 years time and take steps towards that. Consider EV's, ride sharing and better public transport - and that might alleviate some of the need for future road travel and parking. But in the here and now, there is still a need for the same amount of parking and the same amount of people on the road. And the worst thing is that when you get rid of parking, then council turns around and says that it has a premium asset in parking, and seeks to up the rates from \$12 to \$20 per day. And whilst I'd dearly love to speak to the councillors in support of my submission, sadly, their response to prior submissions indicates that my view does not accord with their own narrative.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours



Feedback

1349

NAME: Filipo Katavake- McGrath	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1350

NAME: Rachael Drummond	SUBURB: Paparangi	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I do tend to prioritise bus users over private vehicles, however there are some groups who use private vehicles - e.g. on days I drop my kids at daycare I need to bring the car, because public transport is too challenging with the location of daycare and my office. Other parents would also find this tricky - you don't see many young children on the bus in the morning, and there are only a few childcare centres near public transport. Many are elsewhere in the city.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

1352

NAME: Jan	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The parking on Thornton Quay should really be prioritised for access to the neighbouring businesses. Long-stay commuter and residents parking would be a poor use of space on a main through route where space could be much better prioritised for people actively using the area.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1353

NAME: James Burgess	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

A vital and long-overdue boost to safety on this stretch of road. For people on bikes but also for people reversing blindly out of parking spaces into the traffic when a van or ute blocks visibility.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1355

NAME: Lisa Davies	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1356

NAME: Michael Teague	SUBURB: Other - outside the Wellington region	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1357

NAME: Martin Taylor	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours
Residents parking

Feedback

1358

NAME: Claire Lenssen	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1359

NAME: Joanna Dowle	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1360

NAME: Dave Bull	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The angle parking is dangerous - and I speak as a cyclist, driver and resident. It has to go. This isn't an appropriate location for long period parking. People visiting the shops and cafes need an hour, but I doubt they need four hours.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1361

NAME: Alistair Ross	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Medium stay – 2-4 hours
Commuter parking – up to 9 hours

Feedback

1362

NAME: Steven	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Parking enforcement should be considered to deter breaches, especially on weekends. Increased use of automated detection and processing of infringements could improve compliance with restrictions.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1363

NAME: John smith	SUBURB: Broadmeadows	ON BEHALF OF:	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Angle parking is better why should cyclist get prority than driving people

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1364

NAME: Jeanie Moore	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1365

NAME: Mark Rutherford	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1366

NAME: Steve Mahoney	SUBURB: Roseneath	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Why cut parking- less parks equates to less customers. This entire proposal is totally anti car traffic and business. If I can not park I go elsewhere. Its the same for many people I suspect. When business lose customers they lose business. Can't see that custom being replaced by cycle traffic wanting to take furntiure home!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1367

NAME: Melissa Edwards	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

It's a great idea as th current parking is so dangerous to cyclists and other cars when vehicles back out of carparks.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1368

NAME: Jonathon Exley	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1369

NAME: Jacob Bobby	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1370

NAME: Nik	SUBURB: Broadmeadows	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

9 hour commuter parking should take up all the Motorway to Tinakori section to make up for the ones that are removed from the Bunny to Davis section because the Motorway to Tinakori section is very underused for 2 hour spaces (refer Figure 15). This would also give commuter parkers the trade off of driving and parking, with the extra walk along Thorndon Quay, or taking the bus. This would discourage some, while maintaining the parks for those who need it (because of the time that they need to park or inadequacy of bus service).

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Commuter parking – up to 9 hours

Feedback

1371

NAME: Erin	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Long stay – 4-6 hours

Residents parking

Feedback

1372

NAME: P Bazalo	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Residents parking

Feedback

1373

NAME: Pete Booth	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1374

NAME: Tony Sutcliffe	SUBURB: Strathmore Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1375

NAME: Iain	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If you are going to take away parking spaces then you need to provide alternative parking options. I won't go into the city at all if I am not able to find a park. I already commute using the train. However my train line is often not working at weekends and the bus service is unreliable. These need to be fixed first before reducing car access to the city.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1377

NAME: Jerry	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Concerned that it will become too difficult / take too long to find a park when I need to go to Thorndon Quay. I think that the businesses there will suffer significantly as a result of reduced access.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1379

NAME: Larissa	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

People panic when trying to parallel park under pressure when traffic is behind you. It also holds up traffic. This will create more traffic issues.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1380

NAME: Penny Salmond	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

Encourage residents to catch the buses, and make off road parking essential to apartment buildings and developments.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1381

NAME: Melissa McGhie	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

encouraging reversing into angle parks to allow clearer viability when exiting. Surely some of the angle parks can stay and not all need to go to parallel. Most people can't parallel park so would end up restricting traffic flow.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1382

NAME: J Carter	SUBURB: Kelburn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I think it is a stupid idea to limit any of the parking in this area. Limited time and numbers of carparks will adversely affect the businesses in this area.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

1383

NAME: Steve James	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Support the change to parallel parking. Think there should be a mix of loading and short-medium (up to 2 hours) parking to provide some ability for drivers to visit the shops on Thorndon Quay. I've noticed the difficulty buses have navigating stops with the angled parking. They'll often have to swing in and end up partially blocking the road - a priority lane will help drivers as well as they won't have to do this.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1384

NAME: Svend Hesselholt Henne Hansen	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I think it should be considered to remove road side parking completely from Thorndon Quay, as it would quickly and cheaply improve safety on the road immediately, instead of waiting another year or two for the seperate bike parking.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1385

NAME: James Crampton	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

As you realize, the angle parking is incredibly dangerous for cyclists - I have almost had bad accidents here as a cyclist and, as a car driver, I have almost caused a bad accident for a cyclist. It is terrible as it is! Thanks for planning to change it.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

1388

NAME: Luke Drabble	SUBURB: Paparangi	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Residents in this area are close enough that on street parking shouldn't even be considered for them. Make it compulsory for new developments to include some on site car parks and watch everyone take the bus, cycle or walk!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1390

NAME: Nana Jones	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Why are cyclists being prioritised? If there are issues maybe you can explore moving the cycle lane somewhere that will be safer for them

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Feedback

1391

NAME: Rosemary	SUBURB: Wilton	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

There are other parts of the city that require attention more than this area. Basin reserve. Road to airport and removing traffic lights on access route to the Terrace tunnel

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1392

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Mariza Loeb	Ngaio	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Buses do not stop much on Thorndon Quay. I take the bus to Ngaio and no-one gets off there. It is all thorough fare. No need to change the parking for a non existing problem.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1393

NAME: Peter	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1394

NAME: Mark Heffernan	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1395

NAME: Jill Ford	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Remove / significantly reduce all long stay car parking as make it as expensive as this needs to be prioritised for retail not so people can stay there all day. Need to also have more disability parking.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours
Residents parking

Feedback

1396

NAME: Alexander Garside	SUBURB: Northland	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Angle-parking on Thorndon Quay is unfair to everyone. It's unfair to bus drivers making timely progress through an artificially narrowed space, it's unfair to drivers who're forced to reverse blind into traffic and it's certainly not fair to cyclists needing to ride in the middle of the road.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1397

NAME: Andrew Young	SUBURB: Kelburn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Mostly already stated. Concerns around the impact on business and cycle safety. There are so many points that cars and service vehicles need to cross any footpath multiple times daily, let alone the cycle path proposed, that will result in more accidents both minor and more severe.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1398

NAME: Stephanie Turgoose	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Residents parking

Feedback

1399

NAME: Sally Elizabeth	SUBURB: Seatoun	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Please don't penalise the local businesses and cafes. People on foot and bikes cannot carry furniture on their person!! Need good access to cars and vans still.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Commuter parking – up to 9 hours

Thorndon Quay parking changes – June 2021

Feedback

1400

NAME: Graeme Speden	SUBURB: Northland	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1401

NAME: Callum Dickinson	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

NAME: Chris Tata	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

People struggle to park in angled parks. How much worse are parallel parks going to be?? It seems absolutely bizarre to be in a city with an expanding population, but to then remove carparks. It's Wellington. I don't know if you've looked outside in autumn, winter or spring, but it's not conducive to walking or biking. There are many days in fact where it's not even conducive to driving.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1404

NAME: Ian Appleton	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Don't know

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

1405

NAME: A normal person of Wellington.	SUBURB: Roseneath	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Again- the impact of moving to parallel parks reduces the amount of parking available- bad impact on business through loss of potential customers. This whole program of changes is based on theory that all people will want to use buses and cycleways. This is not reality. Even now I will not visit certain places if there is no parking or not enough. Disabled people will be forced on to buses and tell me, how do you carry items like large screen TVs etc home on a bike or bus. Oh yes- I can feel the response coming from some of you- "well you could get it delivered by courier"- well there is reduced parking for them and traffic will be more congested as a result of these changes and business will lose out a customers will pay more- great idea!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1406

NAME: Tara Douglas-Ng	SUBURB: Churton Park	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Halving the amount of parks and doubling the cost if parking is typical WCC crap - please do not make parking any bloody harder or more expensive than it is in this city

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Commuter parking – up to 9 hours

Residents parking

Feedback

1407

NAME: N/A	SUBURB: Kelburn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

These changes are so idealistic and prioritize people who don't pay towards roading and parking - not to mention they're incredibly abelist. Take away all WCC vehicles - all council activities should now only be undertaken using bikes and councilors must only ever undertake travel to and from work, to and from public engagements and to and from meetings on bikes or public transport. Maybe some deep disruption to your own day and own levels of productivity might make you pause for due consideration. If the public and private businesses are forced to undertake their business (which are the people you're allegedly supposed to represent) on bikes and on a deeply dysfunctional and poorly run public transport system I don't want to pay for your use of a vehicle. The number of vital activities I was late to when I was still able to use public transport was embarrassing and disgusting. Your activities should be of no greater importance and should be given no greater resources than the people you have gone from representing to ruling over. I don't want to pay for your EV, but some decent leadership that didn't leave my generation saddled with impossible rents, impossible house prices, and then after all that impossible rate increases just to have running water in the Wellington region would've been ideal. WCC you truly are an embarrassment.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours
 Commuter parking – up to 9 hours
 Residents parking

Feedback

1408

NAME: Peter	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

1410

NAME: Giles Brown	SUBURB: Lyllall Bay	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

You changed parking Kilbirnie a few years ago (angles to parallel) to make the footpaths wider. Made no difference apart from putting small businesses under. What a waste of money - no reason to do it in Kilbirnie, or Thorndon.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours
Long stay – 4-6 hours
Commuter parking – up to 9 hours
Residents parking

Feedback

1411

NAME: Warren	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

It's virtually impossible to find a park when I need to in this road as it is, and it's generally when I'm moving equipment, so the arguement for people just biking or using public transport instead doesn't work for everyone, and given many of the businesses along those roads I'd say this is a relatively common problem. Sadly not many of the businesses along that road have their own parking options, and let's not forget both roads are commercial, not residential. Removing more parks will only make that worse. Getting out of the angled parks can be difficult, but that's not the fault of the angle parks specifically, it's the camber of the road, the angle of the parks themselves, and most importantly the impatience and lack of courtesy of other road users (especially the buses which I've seen go on the other side of the road rather than wait for a reversing car to get moving forward), and the confusing 'stop-start' layout of those roads in general.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1414

NAME: Hadleigh Pedler	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1415

NAME: Glen Warner	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

In the mornings, It is great to see the traffic wardens that walk the length of Thordon Quay and (typically daily) ticket and or have vehicles tow'ed that are in the Clearways. Any form of clearway with time restrictions is by human nature used for drop offs and pickups, coffee stops etc and are a risk for other road users during those times. Design and location of any clear ways needs to be considered and the effect on other road users

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1417

NAME: Simon Wood	SUBURB: Northland	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1418

NAME: Jo Davidson	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Long stay – 4-6 hours

Residents parking

Feedback

1419

NAME: Lisa Henderson	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1420

NAME: Katie Benson	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I am a huge supporter of this change and excited to see it implemented as soon as possible. It's a very smart improvement at a low cost with a big reward

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

1421

NAME: debbie bane	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

keep it as it is

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

1422

NAME: Todd Trewern	SUBURB: Berhampore	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I would prefer to see parking moved off this street entirely. Having parking on major arterial routes when we don't have public transport lanes on them is backwards and embarrassing. So many buses run along this route and they provide a great opportunity to get people into the city. The council loves to blame GWRC for the failures of the bus system, yet continues to promote half-baked solutions such as this one in areas where they have an ability to improve the reliability and speed of public transport. Do better!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1425

NAME: David Clemens	SUBURB: Other - Kapiti Coast	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

don't reduce parking capacity on this road, many of us that use and park here require to do so for business purposes not personal. Public transport is not feasible for me as a business owner to use due to delays, speed. I need to get where I am going as quick as possible, with the general reduction in parking in Wellington as a whole and the cost of parking you are adding a barrier to doing business in Wellington rather than enhancing it.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1426

NAME: Eleanor West	SUBURB: Aro Valley	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1427

NAME: Robyn	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Parallel parks require the cars to back into the park - blocking the road, making cars pull into oncoming traffic to avoid the parker etc. They are not safer. they also reduce the number of parks available. Wellington is becoming unusable. I plan to move out of wellington as it is so hostile to buying anything bigger than a bagle.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

1428

NAME: Ray Whelan	SUBURB: Maupuia	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Parking in this area is currently in high demand and is needed for us to access businesses. Having short/ medium length parking is needed. Walking for most is just not an option. The relatively few cyclists should be encouraged to support public transport and not abandon it.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1429

NAME: Jeremy Peters	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

There are sections that would be better as angle, with clear way in peak times (e.g. Tinakori Rd corner) - again, you're cutting down a lot of parking when there are a lot of places that most people require parking to shop, due to the nature of their business (the audio shop, uniform shops, bed shops, cake/food shops, etc.)

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1430

NAME: Jo Leech	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1431

NAME: Marko Garlick	SUBURB: Berhampore	ON BEHALF OF: Generation Zero	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1432

NAME: Colin Price	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1433

NAME: Geraint Scott	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Pick up and drop off zones are sorely lacking in this space and are necessary for some of the businesses there. The rest would mostly cope just fine with 60 minute parking, but since 120 minute is fairly standard that wouldn't be out of the question either.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1434

NAME: Jeff F	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The current angle parking is really dangerous for me to use. The 'angle' is all wrong to reverse out of, and I've had times when a cannot even SUV with tinted windows had totally obscured my vision of incoming traffic and cycles. Reversing out is roulette. I do not consider long term parking should have provision here. Good drop off and pickup and short-term to medium term should have priority.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1435

NAME: David Wratt	SUBURB: Tawa	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1436

NAME: ken Glassey	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

businesses and users of those will be really pissed and fuel the anti cycle argument. ironically a lot of cyclists park there for a bunch ride

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1438

NAME: Janette Munneke	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

1439

NAME: Brent Leslie	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

It's possible to still have some angle parking in two select areas where the road is quite wide. These are potentially on the other side of the road from Stadium Gardens apartments and where Thorndon Quay and Tinakori road get quite close together. If you made these long term car parks, they would anchor the ends of Thorndon quay with some long stay car parks, to enable some commuters or long stayers.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours
Commuter parking – up to 9 hours

Feedback

1440

NAME: Herald Gwyther	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

YOUR PROPOSAL SAYS ABSOLUTELY NOTHING ABOUT WHAT ADDITIONAL PARKING SPACES YOU ARE GOING TO PROVIDE TO MAKE UP FOR THE LOSS OF PARKING SPACES BY GOING FROM ANGLE TO PARALLEL. WHERE ARE PEOPLE GOING TO PARK????? THE PARKING BUILDINGS HAVE NOT BEEN REBUILT AFTER THE EARTHQUAKE. THOSE THAT ARE AVAILABLE HAVE BEEN MADE RIDICULOUSLY EXPENSIVE - YOUR AIM TO STOP PEOPLE DRIVING THEIR CARS. WELL, WE WANT TO DRIVE OUR CARS. WE DO NOT WANT TO TAKE INCONVENIENT, EXPENSIVE, AND HIGHLY UNRELIABLE BUS TRANSPORTATION WHEN THE REGIONAL COUNCIL CANNOT MANAGE A SIMPLE BUS COMPANY CONTRACT EFFECTIVELY. SO NO, NO, NO, ANGLE PARKING IS ALL WE HAVE. BUT THEN YOU DON'T WANT TO HEAR ANYTHING OTHER THAN WHAT YOU HAVE ALREADY DECIDED, DO YOU? AND WHAT IS THE POINT OF SPEAKING TO WELLINGTON CITY COUNCILLORS - YOU HAVE ALREADY MADE UP YOUR MIND. THIS CONSULTATION IS JUST A FARCE.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Feedback

1441

NAME: Jack	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

On street parking should always be short term. Long term parking should require going to a parking building.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1442

NAME: Thomas Guldborg	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Parking fees in Wellington are out of control. Please include at least 15-30 min free parking

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1443

NAME: James Le Page	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1444

NAME: Ian	SUBURB: Tawa	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

Commuter parking should be removed, short to medium parking - so that multiple activities can occur in one strip should remain. (Cafe, Bikeshop, bedstore, etc).

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1445

NAME: Ollie Sangster	SUBURB: Glenside	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Make it a clearway during peak hour traffic. Long stay parking should not be allowed on a main arterial route - people can use a parking building instead

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

1446

NAME: R S Brown	SUBURB: Wellington Central	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1447

NAME: Anthony Delaney	SUBURB:	ON BEHALF OF: CentrePort Limited	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

1448

NAME: Jay Hadfield	SUBURB: Seatoun	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

For the most part there should be no parking on Thorndon Quay, this is major road and its purpose should be to enable people to travel, not store private vehicles. Provision for disabled parks and bike parking should be made where possible.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1449

NAME: Joshua	SUBURB: Newtown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Yes I completely agree the angle parking is a nightmare, very dangerous trying to reverse out of a carpark, I do support changes, But businesses won't appreciate the loss carparks, which I support, Have you considered reverse angle parking?, Mackay in Australia does this, in the town centre, (you can see on google street view, search 21 Wood street) and it works amazing. And a million times safer, no more reversing back into blind traffic, and when leaving you have a clear vision exiting, or an alternative, is MacAlister street, Mackay, where cars park In middle of road, This city has amazing parking standards, but not Wellington,

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins



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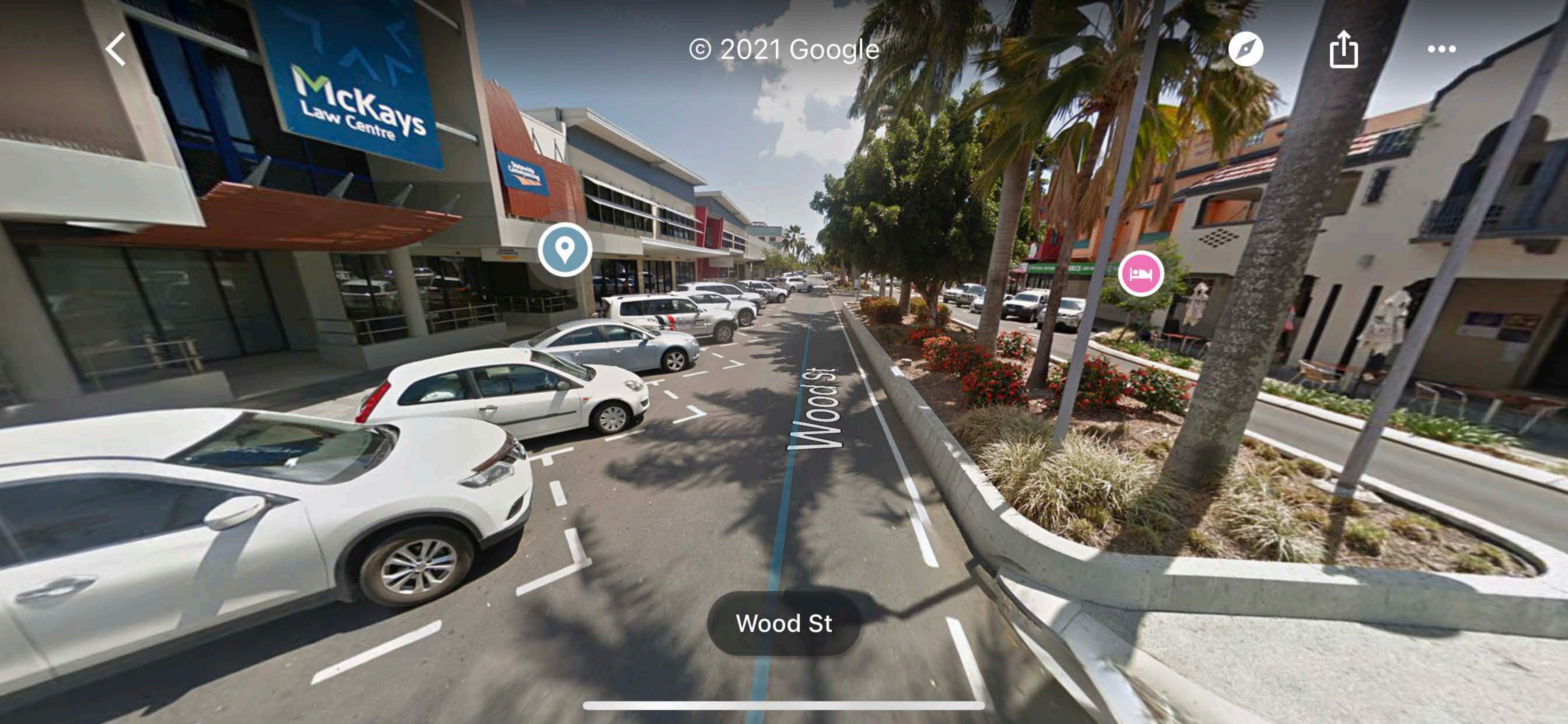


Mckays
Law Centre



Wood St

Wood St



Feedback

1450

NAME: Anne Molineux	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Feedback

1451

NAME: Julia	SUBURB: Northland	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

1452

NAME: Michael Donn	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

This will make the cycle route into and out of town far more family friendly. It will make the planned cycle route along the harbour to Petone accessible to people other than Lycra clad enthusiasts.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1453

NAME: Sally Faisandier	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1454

NAME: Rachael	SUBURB: Makara	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

I think you would be best to ask the local businesses as they are likely to have an understanding of how long customers need in the area.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1455

NAME: Shameera Wijesooriya	SUBURB: Northland	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1456

NAME: Susan Pearce	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1457

NAME: Raewyn Hailes	SUBURB: Johnsonville	ON BEHALF OF: CCS Disability Action also a Thorndon Quay ratepayer.	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

The reduction of parking spaces available will impact on events at the Sky stadium. This is an area that is well used by people with physical impairment on event days and as a long term park close to the city facilities. Consideration should be given to providing mobility car parks in this area.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours
Residents parking

Feedback

1458

NAME: steve whittaker	SUBURB: Paparangi	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Residents parking

Feedback

1459

NAME: Sandy	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

As mentioned this plan is utterly irrelevant in the scheme of things **FIX THE PIPES FIRST**; If you continue with the ideas you might as well put up a sign at the bottom of Ngauranga Gorge saying "Sorry Wellington is Closed because we cared more about 3 cyclists than all the small businesses and homeowners and we killed the businesses off so 3 cyclists could be safe Please **FIX THE PIPES FIRST** - I know this isn't sexy and I know all you are thinking of is your vanity project and appealing to 16 year olds who'll vote you in next time - think please think strategically and for the next 20 years.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours
Commuter parking – up to 9 hours
Residents parking

Feedback

1460

NAME: Daniel	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Leave angled parking as it is. There is no evidence provided with this proposal that a change is required; just a "build it & cyclist will come" view that borders on the religious. Cyclists need to ride to the conditions & not speed along as if they own the road.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

1461

NAME: Jessica Barnard	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Business in the area will suffer if parking is changed.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Feedback

1462

NAME: Kristin Stokes	SUBURB: Kelburn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1464

NAME: Ruth Berry	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

I understand the rationale for changing the angle parking. The issue with the changes is not the change from angle parking it is the loss of longer term parking for parents who work part-time and for those of us travelling from the north west to attend meetings and workshops at organisations and venues in the central city. Other viable options such as the stadium, clifton terrace, parliamentary precinct and coupon parking is full before 9am and Wilson's is far too expensive. Public transport does not reach many areas and off peak services are infrequent, unreliable and expensive where they do exist.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

- Drop off & loading – 5-10mins
- Medium stay – 2-4 hours
- Long stay – 4-6 hours
- Commuter parking – up to 9 hours

Feedback

1465

NAME: Lighting Plus	SUBURB: Brooklyn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1467

NAME: Brent Palmer	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1468

NAME: Matt Taylor	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

As a taxpayer I resent subsidizing private vehicle owners who use public space to park their private property.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1469

NAME: Opal Symes	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

These changes will make cycling along the road safer. I think restricting parking to short or medium term will encourage the parking spaces to be used by people visiting businesses in the area rather than using it as parking whilst working in the city.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1470

NAME: Michael	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1471

NAME: Sonya	SUBURB: Kaiwharawhara	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1472

NAME: Ray Jayne	SUBURB: Grenada North	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Hello, I think we should swap the cycle lane and the car parking, that way they don't Cross over - I have seen mishaps. Understand that the angles might need to change. The footpath is really wide at points, maybe this isn't necessary, and the extra cycling space on the other side of the car parks would be more valuable.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1473

NAME: Tony Lucie-Smith	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

1474

NAME: Michael Mckeon	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Don't know

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1475

NAME: Andrew Bartlett	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

There should be some P120 parking probably, but what little parking that must remain on an arterial road should be prioritised to those who need to be close-by, for local businesses, not to commute or to park for a time in the city.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1476

NAME: Tim Croft	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

There will be a lot of complaints about this as it's perceived as reducing the number of parks. But the net benefit is it will improve the cycle lane area so it is truly SAFE, which it isn't at the moment. Do we have to wait until someone is run over by a car blinding reversing out before we understand that in high density and trafficked urban areas, angled parking is dangerous?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1478

NAME: Dave Clingman	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Please remove the angle parking as soon as possible as it is very unsafe for me when I bike along there.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1479

NAME: Diane Fleming	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

Please work with the business along this stretch to minimise the impact on their stores. Store are struggling enough without making it difficult to get customers in store

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

1480

NAME: Ron Beernink	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Parking and in particular angle parking creates a significant risk to all road users along Thorndon Quay. Parking on Thorndon Quay should be for minimum periods to allow short visits to local businesses. Parking for residents along the road should be discouraged as there is ample public transport. Disability parking should however be available and for a longer 1-2 hour period.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Ron Beernink
(Chair Cycle
Aware
Wellington)

Thorndon Quay

A treacherous route for people who bike



Content



What cyclists need

- Comfortable, Convenient, Connected
- The benefits

Persona perspectives

- Different types of cyclists
- Other stakeholders

The journey into and from the CBD

- The dangers, and what it should look like

Design considerations

- NZTA guidelines
-

Definitions

Connected

Cycling routes be part of a network with easy and safe ways to get from one section to others. Where possible route design should not vary.

Convenient

People on bikes should be able to get to their various destinations with minimum fuss.

Comfortable

Cycling routes should be smooth, non-slip, well maintained and free of debris, have gentle slopes, and be designed to avoid complicated manoeuvres. It should be safe for all types and ages of cyclists.

What Cyclists Need

Connected	<ul style="list-style-type: none">• Easy to get to Hutt Rd shared path, from Bunny St to Thorndon Quay, or from Thorndon Quay to Lambton Quay and The Terrace.• Connected to destinations along Thorndon Quay as well as serving end-to-end 'through traffic'.• No need to navigate traffic to get across the road.
Convenient	<ul style="list-style-type: none">• Easy to get into town or going north• Shops along Thorndon Quay and Kaiwharawhara can be a destination and should have bike parking
Comfortable	<ul style="list-style-type: none">• Safe for cycling at any time of the day and week• Avoid the need to stop and start, other than for pedestrian crossings• Clear of debris and water build up

Cycling to work: major new study suggests health benefits are staggering

By Matt King @Newswatch



Urban Cyclways Funded Projects in Wellington to Hutt Valley



The four types of "cyclist" according to Portland

Why these improvements?

- The health statistics of cycling
- A spend of \$600 million on the right kind of cycling infrastructure yields savings from increased exercise in the tens of billions of dollars.
- How many of you would be brave enough to cycle it, and would you take an 8 or 10 year old cycling along it?
- Key part of the CBD to Hutt cycle way that will encourage more cyclists of all capabilities, in particularly the interested but concerned
- Electric bikes will make cycling more do-able for the interested but concerned
- Likely residential increase will mean more people wanting to easily and safely cycle between Thorndon Quay and the CBD
- The current Thorndon Quay design does not meet design guidelines

Profile



Rudy falls in the 'strong and fearless' biking category, typically people on road bikes wearing lycra. He'll cycle every day regardless of what hazards he may encounter. But gets frustrated by being held up by the traffic including slower cyclists.

His journey home is from his office on the Terrace along the Hutt Road to Ngaio Gorge and up to Khandallah.

Rudy also owns a car which he takes into town every now and then. And he has two young kids who he would cycle into town with if it were safer to do so.

Statistics

30-40% of cyclists along Thorndon Quay are likely to fall into the 'strong and fearless' category. The actual number will continue to grow. They make up a small number of the potential overall number of cyclists however.

Rudy the road rider

Current considerations	Hopes and dreams
<ul style="list-style-type: none">• Happy with the ride in during the morning peak hour because of clearway zone• No easy connection to Lambton Quay and The Terrace. Hates having to squeeze in between travelling cars to get into the right lane before the Bunny st lights.• But going north at night, not enough space to ride safely at higher speed between angle parked cars and on-road traffic• Frustrated by being held up behind slower cyclists• Worried that they will be forced on to slower separated cycle lanes	<ul style="list-style-type: none">• More space during evening peak hour going north• A clearway could do the trick• Continue to be able to use the road if separated cycle lanes become a reality• Dedicated bike traffic lights at the intersection with Mulgrave Street that would allow him to safely get in the right hand lane going south along Featherston Street• Ride on the road if a separate cycleway goes in for slower and less confident cyclists

Profile



Catherine has been using her hybrid bike for her commute to work when the weather is good enough. She is starting to fall in the 'enthused and confident' category of cyclists.

Her journey home is from her job close to the waterfront, via Thorndon Quay and the Hutt Road to Petone.

Catherine owns a car and has a few shops along Thorndon Quay that she sometimes visits during the weekend. She would use her bike for this if there were facilities to park and lock her bike.

Statistics

50% of cyclists along Thorndon Quay are likely to fall into the 'enthused and confident' category. Their numbers will continue to grow, but is only a small proportion of the overall possible number of cyclists..

Catherine the Commuter Cyclist

Current considerations	Hopes and dreams
<ul style="list-style-type: none">• Gets frustrated with the ride in during the morning peak hour because of parks illegally parked in the clearway zone, and having to avoid the buses.• Uses Bunny Street to get her to the waterfront.• Going north at night she hates riding in the tight space between angle parked cars and on-road traffic, and amongst the faster cyclists.• She nearly collided with a 4WD truck with a dark bike rack that she didn't see in the poor evening light.• She hates having to cross the road to get to the Hutt Road shared path going home after work• She does visit shops along Thorndon Quay	<ul style="list-style-type: none">• A bi-directional separated cycleway that connects up to the Hutt Road shared path• Bike parking facilities along Thorndon Quay

Profile



Charles is a grandfather who has fond memories of cycling there with his parents and grandparents when he was young.

He now has an apartment in the CBD and would love to take his 8 year old granddaughter Emma for a bike ride from where she lives along Thorndon Quay, either into town or even along to Petone (although he may wait till the new shared path between Ngauranga and Petone has been build). They can be classed as 'interested but concerned' cyclists.

Charles and Emma's parents would also love to see greener and people friendly Thorndon Quay.

Statistics

Interested but concerned cyclists can make up the largest proportion of people who bike, if the infrastructure is comfortable, convenient and connected.

Not many concerned cyclists are brave enough to bike along Thorndon Quay right now. This may change with improvements to the Hutt Rd shared path, and particularly when the seaside shared path to Petone becomes a reality.

Charles the Concerned Cyclist

Current considerations	Hopes and dreams
<ul style="list-style-type: none">• Just not safe enough to cycle along Thorndon Quay, particularly with young children.• During the day and in the weekends it is just crazy with parked cars taking up most space and fast driving cars, trucks and buses.• A few close calls with drivers coming out of the shopping complex and the gym on the opposite site.• Thorndon quay just feels like an industrial, car friendly area.	<ul style="list-style-type: none">• Separated cycleway that connects up to the CBD including the waterfront and the Hutt Road shared path• A 'people friendly' Thorndon Quay with trees, grass, outdoor seating areas and bike parks• Seeing families with their children cycling along and to / from Thorndon Quay

Profile



William is a 25 year old designer who works for a funky architecture firm in the Woolstore along Thorndon Quay.

He uses the bus to get from his house in Newtown to his work. It means having to swap buses on the railway station interchange. He sometimes walks from the bus interchange if the weather is good.

He would use his bike if there was better facilities to safely park his bike. He could use the gym to get changed and showered, but feels that cycling would keep him fit enough without having to pay gym fees.

It would also allow him to more quickly shoot over to Lambton Quay to catch up with friends for lunch during the week.

William is a reasonably confident fair weather cyclist.

Statistics

A number of people working along Thorndon Quay are likely to use either the bus or car to get to their work. Some may already bike to work, or would be interested in doing so if it convenient, comfortable and connected enough.

William the Woolstore Worker

Current considerations	Hopes and dreams
<ul style="list-style-type: none">• Not too far to cycle to or from Thorndon Quay if you live in or around the CBD. All nice and flat.• Minimal bike parking facilities along Thorndon Quay. Lamp posts don't cut the mustard.• The old buildings along Thorndon Quay are unlikely to have changing and showering facilities.• Using the bus to commute to work along Thorndon Quay can mean having to swap buses along the way.• The walk from the railway station or bus exchange is do-able but only in nice weather.	<ul style="list-style-type: none">• Better covered walkway from the railway station or bus interface along Thorndon Quay.• A public bike lock-up place with changing and showering facilities.• Or at least some good on the street but under cover bike parking facilities along Thorndon Quay.



Profile



Beverly is a 40+ female is a keen and confident bus driver. She has been doing the Hutt to Wellington route for many years now.

She is finding the job harder with more and more delays on the road, and bigger demands from her bosses to keep to a tight timetable.

Beverly has had a number of close calls with cyclists along the way. Sometimes because cyclists do unexpected things or just aren't visible enough. But a couple of times it was because she was distracted. She gets pretty worked up when cyclists give her the finger as she feels that is so unhelpful. Pulling in and out of bus stops is getting harder and harder with the increasing number of cyclists.

She feels really sorry for a bus driver who recently crashed into a cyclist who cut straight into his path.

Statistics

Thorndon Quay is a significant bus route. There is a high rate of close calls between busses and bikes but luckily very few serious or fatal accidents.

Beverly the Bus Driver

Current considerations	Hopes and dreams
<ul style="list-style-type: none">• Regular close calls with the large number of cyclists along the route.• Difficult to enter and exit bus stops with the increasing number of cyclists.• Bus stop just outside Guthrie Bowron shop is too close to where cyclists exit the shared path going south.• Cyclists can be hard to see particularly when it is raining and when it is dark.• Cars reversing out of parallel car parks make the whole situation even more difficult, particularly as cyclists have to swerve on to the road to avoid them• Cars parked during clearway times each day	<ul style="list-style-type: none">• Keep cyclists off the main part of the road.• Make it easier for buses to enter and exit bus stops.• Ensure that passenger can get on and off the bus without having to worry about cyclists.• Get rid of parallel car parks.• Have a series of red LEDs that signals to people to not park along the clearway during the peak hour.

Profile



Bill has a bed manufacturing and sales business with showroom along Thorndon Quay. It has been there for quite a few years now, and is now struggling to make ends meet because of the competition from a number of other similar businesses along the road.

Bill relies on his loading bay for trucks to delivery bed materials and to pick up beds for delivery to his customers. His truck drivers have noted that it is getting trickier with the increasing number of cyclists and the other day one nearly took out a cyclist who he just hadn't seen.

Bill also relies on customers being able to park by his shop. "Get them to park somewhere else and they will simply go to another closer bed business". He only gets an occasional shopper who has walked or biked to get to his showroom. He is worried that a cycleway will make it harder for people to park by his showroom.

Statistics

Thorndon Quay has a number of small to medium size business that have showrooms and loading bays.

Bill the Beds Business Owner

Current considerations	Hopes and dreams
<ul style="list-style-type: none">• Bill relies on customers being able to park close to his business. He gets very few customers who walk or use a bike to visit his showroom.• His trucks find it harder to get in and out of the loading bay because of higher volume of traffic including cyclists.• There are a high number of business along Thorndon Quay that are in the same boat.• Bill is worried that removing car parks to make way for separate cycling or a priority bus lane will be what will push his and other businesses over the edge.• Bill is not a cyclist and not interested in becoming one. But he agrees that cycling is good for people and should be safe.	<ul style="list-style-type: none">• Bill wants to keep car parks outside his shop.• Easier access for his trucks would be good.• He would like to see the area spruced up to make it more attractive to shoppers, but can't afford rate rises to pay for that.

Overview



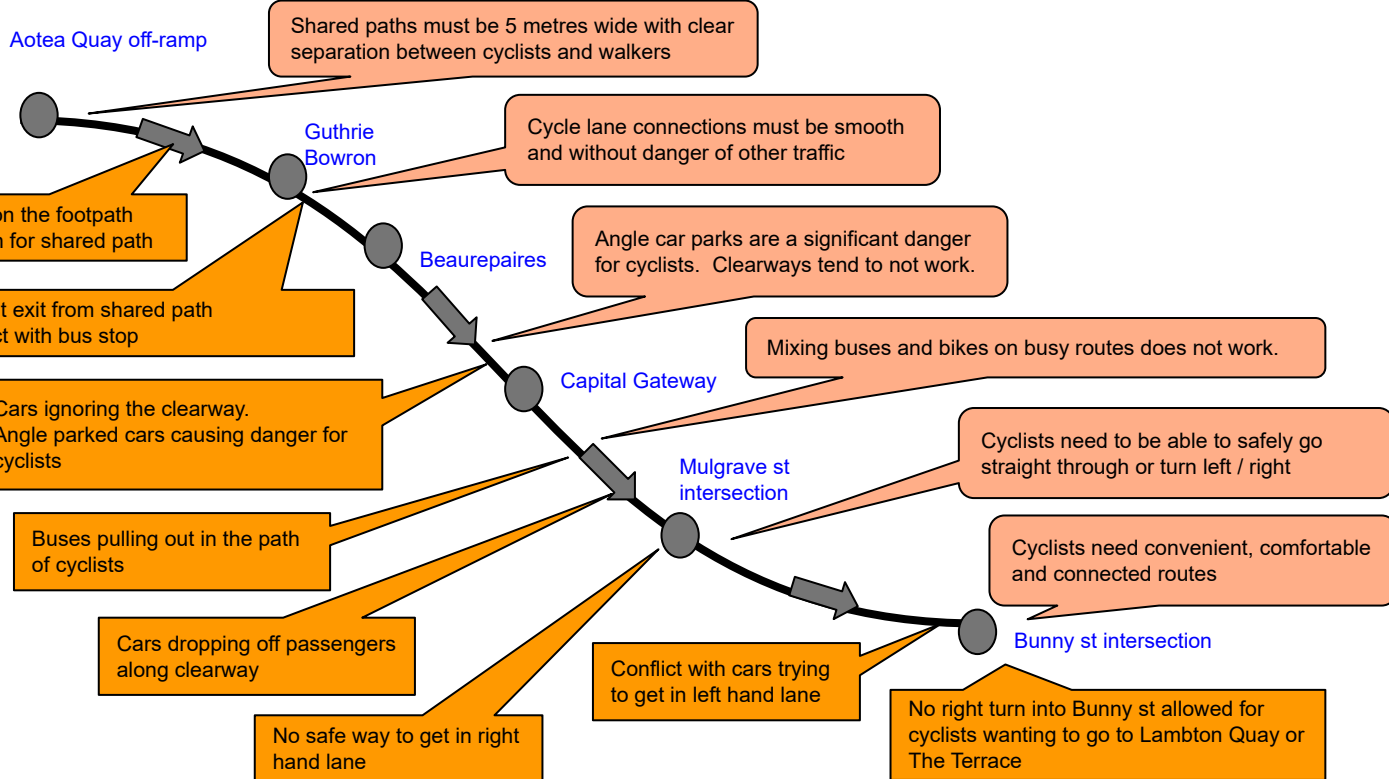
The morning ride going into the CBD is a lot less challenging because of the clearway at peak times.

But it is not without problems. Particularly because each morning there are always cars parking illegally. There is regular monitoring and ticketing by traffic officers but that hasn't improved the situation. It only takes one illegally angle parked car to create a dangerous situation.

Out of peak hours and in the weekends this route is particularly hazardous because there is no clearway and there is lots of cars pulling in and out of car parks. This is a real risk for the less confident who tend to ride during these times.

For cyclists who want to get to Lambton Quay, The Terrace or to Thorndon there is no easy way to get in the right hand lane from the intersection with Mulgrave Street. A number of cyclists do an illegal right hand turn into Bunny Street to cut through to the Lambton Quay.

A bike journey into the CBD



Overview



A bike journey from the CBD

Aotea Quay off-ramp

Cyclists should not need to cross a busy road to get to the next section of cycle path / shared path

Guthrie Bowron

Angle car parks are a significant danger for cyclists, and should not exist any cycling route

No safe way to get across to shared path

Cyclists need sufficient room / places to pass each other

Angle parked cars causing danger

No sufficient width for fast cyclists to overtake slower ones

Davis St intersection

Intersections must avoid conflict between car drivers and cyclists

Danger of cars turning in and out of Davis Street

Moore st intersection

Bus drivers must all be trained to look out for cyclists

Cars turning left into path of cyclists

Mulgrave st intersection

Intersections must work in a safe way for all users

Some buses pulling out in front of cyclists

No left turn allowed from Bunny St West

Bunny st intersection

Conflict between cars carrying on to Bunny St West - crossing in path of cyclists turning right in Thorndon Quay

The ride north along Thorndon Quay is a horrible experience for most cyclists with many dangers at any time of the day.

The angle parked cars are a significant danger. The main danger is from the many extra long 4WD trucks and cars with bike racks sticking out. But also with cars turning in or pulling out of these car parks, and doing U-turns.

See this [Facebook thread](#) as an example.

With the busy traffic there is often conflict with cars turning in and out of the couple of intersections.

Having to cross the road to get to the shared path along the Hutt Road is a highly risky maneuver with having to look out for cars going both directions and cyclists going straight through.

The intersection with Bunny St is at times dangerous for cyclists turning right into Thorndon Quay, and does not allow for cyclists to turn left from Bunny St West.

NZTA Design guidelines



One-way separated cycleway – vertical separation –
Colombo Street, Christchurch (photo: Jeanette Ward)



Two-way separated cycleway, Beach Road, Auckland



- Major arterial roads are busier and faster, and typically have multiple lanes. They are not appropriate for cyclists of basic competence unless they have more effective separation.
 - Arterial roads will be used by many cyclists and will need cycle provision aimed as far as possible at cyclists with basic competence.
 - General mixed traffic lanes are only appropriate to enthused and confident cyclists.
 - Bus lanes are considered appropriate for an enthused and confident target audience, but are less likely to appeal to many interested but concerned users.
 - Cycle lanes are painted lanes within the carriageway that are suitable for enthused and confident cyclists but, apart from low volume streets, do not offer sufficient protection for the majority of interested but concerned cyclists.
 - Separated cycleways can be either one-way (uni-directional) or two-way (bi-directional).
 - There are a range of methods that can be employed to separate and protect cyclists from motor traffic, each offering different levels of actual safety (ie in terms of crash risk) and perceived safety (ie in terms of people's subjective evaluations).
 - Source: [NZTA Cycling network guidance](#)
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Feedback

1481

NAME: L Foster	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

It shouldn't be absolute, there is a case to remove angled parking closer to the railway station, but not at the northern end where there is more need for that parking. Suggest angled parking simply be treated as a clearway before 0930 inbound and after 1600 outbound to address the safety issue, and leave the parking as is.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1482

NAME: Kate Jensen	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

1483

NAME: Richard Simpson	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1484

NAME: Andrew Macbeth	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Angle parking is a luxury we can't afford on prime transport real estate such as Thorndon Quay. It also makes cycling less safe, as visibility of approaching cyclists is poor for drivers reversing out of the parking spaces. Because there will be a loss of parking (by switching to parallel parking) we will need to price parking and limit time to ensure that people visiting the businesses by car have parking, rather than shop owners and employees getting free or cheap kerbside parking. And some of the customers visiting these businesses will arrive by bike so we need to make this mode attractive.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1485

NAME: Paul Hudson	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1486

NAME: Terry Genet	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

As a cyclist i don't have any issue with the diagonal parks between davis street and moore st

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

1487

NAME: David Bond	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Parking prioritisation should depend on where the parking is. Outside shops+businesses it should be short stay. Along the stretch adjacent to the railyards (where there are no buildings on that side) it can be long-stay.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

1489

NAME: Sophie	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Residents parking

Feedback

1491

NAME: Bronwyn Brown	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Thorndon Quay is a homewares shopping destination for generally large items. Cyclists only use it as a thoroughfare not to shop. Most pedestrian traffic is either recreational runners or shoppers who have parked their cars nearby. To enhance the streetscape to encourage shoppers environmental experience is pointless as the inability to find a car park will deter any shoppers in the first place

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1492

NAME: Patrick Wilkes	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1493

NAME: Sheryll Gosnell	SUBURB: Wellington Central	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Changing the parking will not improve visits to the area or encourage people to shop. Visitors to the residents of the apartments will have to compete with those wishing to shop and eat along this route and with less parking it seems extremely unfair to penalise those living in the area ahead of those who are literally just passing through or visiting for a short time. There is virtually no foot traffic along this part of the city and therefore I consider the footpath could be used for cyclists. We managed to use the footpaths as kids on our bikes without any issues.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours
Residents parking

Feedback

1494

NAME: Paul Smith	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If you do one thing, do this. It is long long overdue. Can't believe it's taken this long to get here when it's well known it is a dangerous and awful experience to use in all forms of transport

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Commuter parking – up to 9 hours

Feedback

1495

NAME: Jason Cornish	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1496

NAME: Allan Mills	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1497

NAME: Andy Cameron	SUBURB: Other - outside the Wellington region	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Strongly support removing the angle parking. It is impossible to see when backing out (particularly when stuck behind a large Ute), and is a serious safety risk for all road users. Long stay parking should only be offered once all other forms are catered for.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

1498

NAME: Josh	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

Feedback

1499

NAME: Cam Gruschow (please withhold name)	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Residents parking

Feedback

1500

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Kazz	Karori	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Again, move cycle lanes as far away as possible from cars and pedestrians. Plenty of room behind Capital Gateway.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Long stay – 4-6 hours

Commuter parking – up to 9 hours

Residents parking

Feedback

1501

NAME: Patrick O'Doherty	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins
Medium stay – 2-4 hours

Feedback

1502

NAME: 'Jannene Allwood	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I park on Thornton quay reasonably frequently to go to various businesses and cafes. 1 to 2 hours is the max needed, but there needs to be flexible options for various trades to park and often have larger vehicles. It is always extremely easy to find a park, so reducing the number of parks to significantly increase safety is a great thing to do.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1504

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
Claire Pascoe	Ngaio	Individual	Yes

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Great idea - really weird to have angle park like this on such an important corridor. You may need a mix of parking drop off and loading, short term and also some car share spaces for residents (including new ones and development intensifies). Should be a district plan requirement that new developments require car share cars to be included for residents.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1505

NAME: Hannah Betts	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

This depends entirely on the businesses in the area - are people picking things up which they need a car to bring home (short term), meeting for coffee (<90 minutes) or browsing multiple shops and spending a longer time there? It depends on what businesses you want to support to use the space. Make sure it's accessible for people with disabilities, which means if you are reducing the number of parks, you should increase the proportion of disability or baby carrier parks.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1506

NAME: Keith Ashington	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

All parallel parking spaces should be fitted with EV charging points. Consider construction of Park and Ride facilities at Jarden Mile and Glover Street, with weather-protected access to buses and trains into the city.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1507

NAME: Oliver Seiler	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Angle parking at TQ is one of the biggest dangers for cyclists in Wellington and has been leading to accidents again and again and again - on one of the busiest routes for cycle commuters. Leaving angle parking in place would be in direct violation of the council's Health and Safety responsibilities and simply must go. There's enough smart parking meter provided evidence showing that even after changing to parallel parking there are more parks available than currently in use, so the impact on people parking as well as businesses' customers access is non-existent to minimal. The current state is completely unacceptable and simply must be fixed.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
 Short stay – 30-60mins
 Residents parking

Feedback

1508

NAME: Tim Jenkins	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1511

NAME: Patrick Geddes	SUBURB: Karori	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Angled parking really is terrible: it's extraordinarily dangerous for cyclists and it's pretty terrifying from the perspective of a driver trying to back out. These factors outweigh the benefit of the increased number of carparks in my view.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1514

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
M Fyfe	Khandallah	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

This is essential for the safety and beautification of this part of the city. Please make sure it is a priority. I take my life into my hands every day when I cycle along this part of my journey home and I'm sick of almost dying at least once a week when I have to swerve out of the way of reversing cars.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1515

NAME: paula	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

You should be designing for the greater good - what will help the most people and be detrimental to the fewest? All of your plans are opposite to this - benefits for a few cyclists while making things harder for everyone else.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1517

NAME: Rowena	SUBURB: Crofton Downs	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I really like the idea of removing the angle parking as a cyclist and a driver trying to avoid cyclists I find it dangerous currently. However, with the removal off so much on-street parking I do think we need to provide better space in this area for long term parking to cater for residents and commuters. I believe it could be quite attractive to have commuter parking here or even out Hutt Road somewhere with a good link to public transport to encourage people to keep cars out of the central city, even if they do need to bring the car part way into town.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1518

NAME:	SUBURB:	ON BEHALF OF:	ORAL SUBMISSION
D. Pedlow	Khandallah	Individual	No

Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

As a driver, cyclist, and Mum to cycling teenagers - THANK YOU! Those angle parks are a nightmare.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1519

NAME: Michael Cummins	SUBURB: Kaiwharawhara	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1520

NAME: Natalie Howell	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Please make this change. It will improve safety. I am a cyclist and I have had several near misses when drivers reverse out of the angle parking. Even the most well-intentioned driver can unwittingly do this, because they can't see what's coming.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1521

NAME: Stephen Davis	SUBURB: Aro Valley	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

loading/pick-up/drop-off spaces are the most important type of on-street parking in any commercial area as it's the only type with no real alternative and the type that most needs to be close to the destination. people parking for extended periods of time can use off-street parking if necessary. don't over-manage long-stay parking in a way you won't be able to enforce: just meter it and periodically re-set the price at a level that ensures a few parks are always available (as done e.g. in Auckland)

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1522

NAME: Ian	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If a shared bike / footpath was on only one side of the road then angle parking could remain on the other along with a pedestrian only footpath

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1523

NAME: Emma	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Residents parking

Feedback

1524

NAME: Michele Ferfaglia	SUBURB: Broadmeadows	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1527

NAME: Kathryn Hall	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1528

NAME: Alex Manktelow	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1529

NAME: Marlon Dajevic	SUBURB: Te Aro	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

Parking isn't broken dont fix it

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1530

NAME: Peter Faulkner-Ball	SUBURB: Paparangi	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

As a cyclist the angle parking in this area is a serious danger on every trip, so I am pleased to see this changing. However as a driver this is one of the few areas in Wellington city that I will actually shop at as the parking is good. If I need to access shops by car I usually go to Porirua or Upper Hutt for simplicity and ease of parking. So removing parking may appear to have the desired effect, but in actual fact it is just changing where people travel to, which is not necessarily reducing the use of cars.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1531

NAME: Neville Henderson	SUBURB: Newlands	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The most frightening experience that I've ever had with my kids in the car was trying to exit an angle park on Thorndon Quay. When I returned to the car after shopping with the kids, a tall van had parked next to us and I had no visibility of the traffic that I had to back out into. I had to toot my horn and ask my 4-year-old in the back seat if she could see any traffic coming. I had to slowly back out of the car park hoping that any traffic would stop for us. I have avoided parking on Thorndon Quay ever since, and I would happily return to shop with the kids again if there were parallel parks instead. Please make this happen!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1532

NAME: G Phipps	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

things are tough especially for parents with children in day care whoa re working you will make it tougher for them when they should be supported and time with children maximized

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Commuter parking – up to 9 hours

Feedback

1533

NAME: Gerard Creamer	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I cycle along Thorndon Quay on my commute to and from work, and the angle parking on Thorndon Quay is terrifying. In the mornings there's almost always at least one vehicle parked early, which is dangerous because cyclists need to veer into the flow of traffic and some drivers are on auto-pilot and just don't see you (to be fair to the drivers, there's a LOT to keep your eye on along that stretch of road). On the way home is treacherous - there's numerous trade vans and utes parked in the angle parking, obscuring the vehicles behind them. On top of this it's hard for the vehicles to get a clear view back along the road when backing out of the parks. I believe parallel parking will mitigate most of these concerns, and the segregated cycle path will remedy the rest. I strongly support this change.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1534

NAME: Ben Pocock	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Yes, get rid of as many car parks as you like. Cars are rubbish. There has been no mention of scooter or bike parking though. Can you swap out some car parks for safer scooter and bike parks?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours
Commuter parking – up to 9 hours

Feedback

1536

NAME: Chris Whelan	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

See comment above

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Medium stay – 2-4 hours

Feedback

1538

NAME: Maddy McVie	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Please ensure there are enough loading spaces suitable for large vehicles otherwise they just park across the cyclelane

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1539

NAME: Corwin Newall	SUBURB: Tawa	ON BEHALF OF: Mana Cycle Group	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The current angle is horrendous — nearly 90° makes it some of the worst parking of its kind for both drivers and cyclists. We support the change, even more so if, as stated, there will still be ample parking to meet peak demand.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Long stay – 4-6 hours
Residents parking

Feedback

1540

NAME: Denis Mander	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I support the removal of angle parking on Thorndon Quay simply because the current arrangement is too dangerous for the cyclists that use that road, and discourages others from cycling that route. The current parking arrangement creates the situation where even the most careful driver can cause injury to a cyclist because they cant see whats coming along the road without edging out into the lane. Dealing with this issue will unsnag an impediment to safe cycling in Wellington. This one is particularly important because, I understand, the route is already well used (despite the safety risks) and because of the upcoming investment in the Ngauranga-Petone path.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1542

NAME: Diana	SUBURB: Paparangi	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

strongly support changing angle parking to parallel parking. I would like to see either more mobility parks and/ or more standard parks that have nearby ramp access to the footpath and near crossing points

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours
Long stay – 4-6 hours
Commuter parking – up to 9 hours

Feedback

1543

NAME: Shaun McMaster	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Long stay – 4-6 hours

Feedback

1544

NAME: Peter holden	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Oppose

Do you wish to make any comments about this Thorndon Quay parking change?

As per previous comments

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1546

NAME: Ann Cowie	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Thorndon Quay parking changes – June 2021

Feedback

1547

NAME: Patrick Lam	SUBURB: Kelburn	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Yes please!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1548

NAME: Michael Parsons	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1549

NAME: Liz Springford	SUBURB: Houghton Bay	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Prioritise short stay parking & drop-off parking - with a smaller amount of medium stay parking. Definitely time for angle parking to disappear - so dangerous for cyclists & drivers. And my experience is that drivers are not that supportive of cyclists doing the safe thing and biking in the middle of the road lane. Too often I experience dangerous driving, and abusive comments and tooting. Some days I want to bike, but just don't feel safe & brave enough as a grandma, to put up with abusive unsafe behaviour. Other days I bike & grit my teeth. Safe cycleways are an oasis.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1550

NAME: Liam Daly	SUBURB:	ON BEHALF OF: Forest & Bird Youth	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

It is diabolical that WCC have languished for two decades on changes to Thorndon Quay. This dangerous hands-off approach has fostered car-dependency and made this area a gauntlet for anyone using any other mode of transport. There are massive safety concerns that have been highlighted twice by Waka Kotahi. The council must make the necessary changes and stop prioritising (and subsidising) private vehicles parking over people's health and lives. Any remaining parking must be for drop off and loading only - for the businesses to receive and deliver goods. to rebalance the scales, this main thoroughfare needs to put people first in both their transport needs and their need for liveable space within the city. Removing car parking in this area will enable this change.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1551

NAME: Bart Teekman	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If residents are permitted to park on street then there will be no parks. If stay duration is longer than one hour cars will be parked for a long time and there will be no free parks. Most visits to businesses there should be relatively short. Potentially there could be a difference in parking times for business hours (e.g. 30-60 minutes to allow trade customers to come and go) and weekends (e.g. max 120 minutes to allow people to visit all the bedding shops without moving the car each time)

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1552

NAME: Liam Shanahan	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Residents parking

Feedback

1554

NAME: Rachael	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

I will not provide selections on how remaining parks should be used as I don't support the removal of car parks and changes away from angled parks to begin with. Particularly when there will be times (which I note haven't been stated in these plans) where cars won't be able to park anyway? Don't do it!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

1555

NAME: Bernard Dougherty	SUBURB: Other - Upper Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I strongly support the proposed changes. I drive and cycle through this area often, and visit the shops there regularly (by car and cycle). Currently I find Thorndon Quay dangerous, particularly as a cyclist. The current cycle markings and road traffic put pressure on cyclists to cycle close to the angle-parked vehicles. These vehicles need to reverse 'blind' into the traffic before they are able to see what's coming. As a cyclist I am often forced to 'hold my lane' in the vehicle traffic to avoid this, which is not good for anyone.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1556

NAME: Daniel	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

It has often been a huge help having 9-10hr parking available in the angled parking north of Capital gateway, particularly when attending or being involved in setting up for events at the TSB Arena - and wanting to avoid paying exorbitant rates for parking. I appreciate the need to make things safer for cyclists, especially so they are not forced out into the roadway.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours
Long stay – 4-6 hours
Commuter parking – up to 9 hours

Feedback

1557

NAME: E J Phipps	SUBURB: Te Aro	ON BEHALF OF:	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

1558

NAME: Peter Cockrem	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

This is a positive change. Public space is for everyone in the city, and due to the role of this street in the walking, cycling and bus network, and the number of people living, working and visiting nearby, overall many more people benefit from using this space for walking, cycling, bus lanes, green space and planting, compared to using it for storing cars. Drop off and loading is important for businesses and should be considered at points along the corridor, along with mobility parking spaces. Where space allows, car share parking is also a good idea, as one shared car can let multiple households reduce their car ownership, which reduces overall parking demand. Parking management in this area should be consistent with the Parking Strategy adopted in August 2020, including setting prices that are proportionate to demand, keeping maximum occupancy around 85%, ensuring that a space is reliably available when needed, and letting people make more informed decisions about using a car.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Feedback

1559

NAME: Robert Poole	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1560

NAME: Melvin	SUBURB: Other - Porirua	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Make sure the parks are big enough as often commercial vehicles park here for example people picking up a bed with a trailer, painters and decorators picking up tools for their trade, people hiring machinery from Hirepool, etc.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1563

NAME: Tim Priest	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If any new off road parking facilities are created to compensate for loss of on street parking, fees should be charged that cover the full cost of providing the facility and be sufficiently high to ensure availability of parking. I consider retention of existing parking to be a very low priority, safety of pedestrians and cyclists and public transport reliability should be prioritised.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours

Feedback

1564

NAME: Evie Lindsay	SUBURB: Mount Cook	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

I have heard from many people who cycle that angled parking is a significant safety issue. Great to see some changes on this. The purpose of parking should be about providing access for people who don't have a viable alternative. Not for people who want to drive for convenience.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1565

NAME: Nigel Jemson	SUBURB: Woodridge	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

The removal of angle parking will make me feel safer riding my bike through this area. A long overdue change! Commuter parking and long-term stay parking should not be a priority in this area. Priority should be given only to those accessing the businesses for a short-term stay.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1566

NAME: Dave Guerin	SUBURB: Wadestown	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

See comments above

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1567

NAME: Dave Trueman	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

The removal of angle parking is needed to improve road safety for cyclists. The addition of the proposed cycle way is overkill and dangerous.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1568

NAME: David Stevens	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

There will be fewer parking spaces available. Long-term parking should still be available on the stretch from VTNZ to Capital Gateway. Parallel parking along the rest of Thorndon Quay mostly needs to be a mixture of 5-10 minutes and short-stay parking up to 30 mins or maybe 1 hour. WCC should have statistics on how much demand there is for parking up to 2 hours. The parking time limits should be clearly marked so that drivers can easily see what the restrictions are before they attempt to parallel park. Just having a \$ sign on the pole doesn't tell you anything!!!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins
Medium stay – 2-4 hours
Commuter parking – up to 9 hours

Feedback

1569

NAME: Vaughan Renner	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

See prior comment regarding the reduction in car parks for walking commuters.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Commuter parking – up to 9 hours

Feedback

1571

NAME: Eric Crampton	SUBURB: Khandallah	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

1572

NAME: Pete Gent	SUBURB: Mount Victoria	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
Short stay – 30-60mins

Feedback

1574

NAME: Michael Mellor	SUBURB: Seatoun	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

Parking for businesses to pickup and delivery is essential (and needs to be monitored to make sure it is not misused); commuter parking along here is a complete waste of valuable road space, and inconsistent with LGWM's "more people in fewer vehicles" approach since it would encourage small vehicles into the city. Between those extremes, there needs to be a mixture of short and medium-term parking, with prices set to create an 80% occupation rate at all times (consistent with WCC parking policy) so that spaces are always available for those that need them.

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins
 Short stay – 30-60mins
 Medium stay – 2-4 hours

Feedback

1577

NAME: Michael Brown	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Feedback

1578

NAME: chris	SUBURB: Thorndon	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1579

NAME: Julianne Zanders	SUBURB: Other - Lower Hutt	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Feedback

1581

NAME: Shane Crowe	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Neutral

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1582

NAME: Tony Randle	SUBURB:	ON BEHALF OF: Johnsonville Community Association Inc	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Let's Get Wellington Moving (tqhr@lgwm.nz)

HAVE YOUR SAY: THORNDON QUAY & HUTT ROAD

Johnsonville Community Association Submission

7 June 2021

Contact Information:

Tony Randle

Vice-President – JCA

Mobile: 027 484 6266

Email: jcainc2@gmail.com

I am making a submission - On behalf of an organisation

Name of organisation – Johnsonville Community Association (JCA)

JCA Feedback on the Hutt Road proposal

Thinking about the proposed changes for Hutt Road and the different ways people use the area (including access to the Kaiwharawhara ferry terminal), how do the changes rate when people are:

Walking in the area

Very positive

Using the bus

Positive

Riding bikes

Very positive

Driving vehicles/on motorbikes

Very Negative

Living in the area

Negative

Working or owning a business in the area

Negative

Living with mobility or accessibility issues

Negative

Is there anything you would like us to consider when looking to make changes to Hutt Road?

The JCA makes the following comments on the proposed changes to Hutt Road:

1) The JCA welcomes and supports some improvements to Hutt Road

The JCA supports a number of the proposed measures on Hutt Road including:

- the improvements at the Ngauranga Gorge Intersection for pedestrians
- the improvements for pedestrians to cross Hutt Road
- the Peak bus lanes, as long as they are “Bus Only” lanes (i.e. no cyclists permitted).

2) Hutt Road losing a traffic lane is not good and not needed.

LGWM has **not** chosen the best option to improve transport along the North Wellington corridor. The option chosen essentially converts one normal car lane into a bus only lane during peak times. This means that the current 5 peak hour peak direction traffic lanes (3 on SH1 and 2 on Hutt Road) are reduced to 4 peak hour peak direction traffic lanes (3 on SH1 and 1 on Hutt Road).

Despite the strong but largely fruitless efforts by the JCA to get our public transport (PT) services improved, it must be recognised that driving remains the primary mode of transport for commuters travelling to work from the northern suburbs of Wellington City. The removal of one lane of traffic on Hutt Road in the morning peak is a major decrease in the transport capacity of the road network serving North Wellington. In a time of significant population growth and no investment in improving PT, LGWM should have done more work to justify any reduction in overall transport capacity before the proposed changes.

The JCA is also concerned that the removal of this car lane will impede bus traffic travelling down Ngauranga Gorge. Morning peak traffic congestion already reaches into Johnsonville and there is a concern that the proposed further reduction in traffic capacity on Hutt Road will cause a continuous traffic tailback from the bottom of Ngauranga Gorge to the Johnsonville on-ramp. This would mean much of the time savings of having the bus lanes could be lost by those buses travelling from Johnsonville down the Gorge being even slower.

LGWM did consider an option for tidal traffic lanes by converting the middle lane into a tidal traffic lane which would, in the morning peak, have Hutt Road being 3 lanes south (one being a bus lane) and 2 lanes north but this was correctly discounted for being unsafe.

However, LGWN did **not** properly consider a tidal lane arrangement with, in the morning peak, having Hutt Road being 3 lanes south (one being a bus lane) and 1 lane north. This is surprising because this is how the Hutt Road operated for years before the Urban Motorway was built. Such an arrangement would still have a whole lane separating south and northbound traffic and so would be as safe as the current road.

The JCA requests that LGWM consider the above option in an effort to retain the current traffic capacity while also adding the much needed bus only lane.

3) There are insufficient U-turn locations to support banning right turns:

There is a lack of U-turn opportunities to compensate for the proposed banning of no right turns on Hutt Road. The JCA suggests that U-turns be permitted at or near the following intersections:

- Onslow Road and Hutt Road
- Kaiwharawhara Road and Hutt Road
- Tinakori Road and Hutt Road

Without adequate U-turn opportunities, drivers will be tempted to make illegal right turns which will be less safe because they will be unexpected.

4) Fix the Kaiwharawhara Road & Westminster Street Intersections with Hutt Road

The JCA asks that LGWM fix the Kaiwharawhara Road Intersection area properly. Here are some ideas:

- Move the Spotlight car park entrance to be part of the Kaiwharawhara Road/Hutt Road Intersection. Having multiple separate car park entrances in the same location as a major intersection is a major safety hazard.
- Have this intersection converted into a round-about to improve U-Turn opportunities on Hutt Road
- Join Westminster Road to the Spotlight Car Park, so that the Westminster Street Hutt Road intersections can be removed. Note this may require purchasing some of the 126 Hutt Road property/building (currently vacant)

5) Cyclists not permitted on Hutt Road and Thorndon Quay Bus Lanes

The primary alternative mode to driving along Hutt road is bus public transport. It is important that buses receive the full benefit of the bus lane to achieve the predicted time savings for the thousands of commuters travelling on them.

Also, cyclists will have a high quality dedicated cycleway literally next to Hutt Road. The key question is whether cyclists will be permitted to travel in the bus lanes or will the bus lanes be “Bus Only”? The JCA strongly supports that bus lanes be “Bus Only”. Cyclists should also not be permitted to use the general traffic lane and cyclists **are only permitted to use the Hutt Road cycleway** (except to cross when entering/exiting the cycleway from/to side roads or businesses).

JCA Feedback on the Thorndon Quay proposal

Thinking about the proposed changes for Thorndon Quay and the different ways people use the area, how do the changes rate when people are:

Walking in the area

Positive

Using the bus

Positive

Riding bikes

Very positive

Driving vehicles/on motorbikes

Negative

Living in the area

Don't know

Working or owning a business in the area

Negative

Living with mobility or accessibility issues

Don't know

Is there anything you would like us to consider when looking to make changes to Thorndon Quay?

The proposed changes do not fully resolve the serious conflict between the bus and cycling modes.

The JCA recommends the bus lane into the CBD to be run behind the Thorndon Quay buildings beside the railway. This would solve the serious conflicts between buses, their passengers at stops and cyclists.

JCA Feedback on the Look and feel of Thorndon Quay

Is there anything you think we should consider when we design a more attractive street environment to encourage more people to visit, shop and spend time?

This could be things like types of shade and shelter, green spaces, places to sit, lights, space for outdoor tables.

No Comment

JCA Feedback on the Angle parking change on Thorndon Quay

Do you support the proposed change to parking on Thorndon Quay?

No

Do you wish to make any comments about this Thorndon Quay parking change? Please provide your comments here:

When reviewed in total, JCA recognises the combined statistics of underused angle parking across the length of Thorndon Quay.

The parking on Thorndon Quay is mostly underused with 53 percent of 2 hour parking spaces occupied and 70 percent of 9+ hour parking spaces occupied at peak occupancy (weekdays from 8 am to 6 pm). The average stay time is 37 minutes, with 41 percent of visitors parking for less than 10 minutes

However, JCA questions the replacement of 9-hour parking (for P120) in the section from Davis Street to Moore Street, which is frequently used for all-day parking by public servants working in Thorndon. With the railway line on one side of this section of road, the improved turnaround of usage for the few businesses in the area would still, we assess, be fairly limited. The impact on people requiring reasonably priced, longer-stay parking in the area, however, would be huge.

Further, as noted in other sections, if the bus lane into the CBD was run behind the Thorndon Quay buildings next to the railway, the serious conflicts between buses, bus passengers at stops and cyclists could be avoided and the bus service would have even better access into town.

JCA Feedback on the Vision for the city

Do you agree the proposed changes for Thorndon Quay and Hutt Road support this vision?

Disagree

Is there anything else you would like us to consider when looking to make changes to Thorndon Quay and/or Hutt Road?

It should be noted that there is little pedestrian activity on Hutt Road but much of this is people travelling to nearby businesses or bus stops.

It should also be noted that cycling, while growing, is unlikely to grow to a level of the current usage of even one traffic lane. The WCC Cycling counter shows an average of fewer than 400 cyclists travel on Hutt Road between 7:00 and 9:00 which is about 20% of the number who travel by bus.

LGWM does need focus on catering for the main modes of travel from north Wellington City which is (in order of importance):

1. Driving / Passenger in car
2. Bus public transport
3. Rail public transport

Finally, the JCA would appreciate the opportunity to support this written submission with an oral submission to the LGWM team who will be considering these submissions. Can the LGWM team please confirm if and when oral submissions are being accepted?

Feedback

1583

NAME: Olivia Poulsen	SUBURB:	ON BEHALF OF: Kiwi Rail Holdings Ltd	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?
No comment

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

8 June 2021

Transport planning – Thorndon Quay and Hutt Road (OPE00308301)
Wellington City Council
PO Box 2199
Wellington 6140

Dear Sir/Madam

Lets Get Wellington Moving: Hutt Road Consultation

Please find appended to this letter the formal feedback from KiwiRail on the proposed works at Hutt Road as part of the Lets Get Wellington Moving (LGWM) programme.

While the feedback questionnaire is aimed at obtaining information on specific areas and asks questions, we believe it does not enable us to clearly express the concerns we currently have with the proposal and the detail available.

As a business and transport network operator which has a significant investment in the area of the works, with three separate and major transport network sites impacted by the works, we seek to gain further information and understand the rationale behind the changes proposed, including the information used to support the assessment of those changes.

Our Wellington container terminal and rail yard is accessed from Aotea Quay with the current access proposed to be changed to the roundabout. While this has the potential to improve access from the current traffic lights, we are concerned that, with projected growth in freight movements on the rail network, sufficient capacity for growth may not be able to be safely accommodated as a result.

Our Interislander Terminal is also accessed off Aotea Quay. Currently our passengers exit SH1 at Ngauranga and travel along the Hutt Road to gain access to the terminal. The roundabout on Aotea Quay will mean traffic can now exit SH1 at Aotea Quay. We are uncertain what volume of traffic movements have been anticipated or modelled in this regard in relation to the roundabout. We are also aware that the Future Port Forum seeks to develop the Kaiwharawhara terminal as a multi-user precinct, meaning with the new Interislander ships and then other operators also being located at the site, there will be more traffic entering and exiting the site. We are unsure if this impact has been understood and included within the recommendations of the LGWM works.

Finally, our depot facility from which most of the maintenance work within the Greater Wellington Region is co-ordinated, along with our Interislander stores facility, are both located on Hutt Road. The change in the road layout to remove a right hand turn out of and into the sites is a safety concern for our staff. The information available does not address clearly where turning manoeuvres are to be made available for these staff. This additional travel time across a day can add up and may result in undue safety risks for our staff.

While we support the objectives of LGWM and the desire to improve travel movements around the City, as well as providing multi-modal facilities, we are concerned that the works proposed may have significant impacts on our operations and are unsure whether this has clearly been understood or addressed through the various assessments and modelling used to support the changes.



We therefore welcome the opportunity to discuss these concerns with LGWM before the changes are finalised to ensure we understand what has been included and can provide any information to support assessments if required.

Please don't hesitate to contact me to arrange a discussion.

Yours faithfully,



Olivia Poulsen
Executive GM Property



Feedback

1584

NAME: Ellen Blake	SUBURB:	ON BEHALF OF: Living Streets Aotearoa	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Living Streets Aotearoa



www.livingstreets.org.nz

Submission to Let's Get Wellington Moving on the Thorndon Quay & Hutt Road proposals

Contact person: **Ellen Blake**

Email: [REDACTED]

Phone: [REDACTED]

Date: **8 June 2021**

Submission

Thanks for the opportunity to comment on these proposals. We support improvements that make a more pleasant walk along Thorndon Quay and Hutt Road, to spend time in this area, and to improve facilities for bus passengers travelling to and through this area.

Target

Documentation with these proposals anticipate only a 50 person increase in peak pedestrian numbers. This is too modest and will not help to meet the climate change or regional council targets for mode shift. Our suggestions for further design improvements are a step towards this: except where otherwise stated, all general comments apply to both Thorndon Quay and Hutt Rd.

- More footpath is required on both sides of the road along the Hutt Road, from Onslow Road south and particularly from Ngaio Gorge south where most people will walk down from the western hills. Safe crossing points on the cycleway are required at key points, and removal of clutter from the footpath to make it meet minimum standards is needed. The Hutt Road footpath is lacking in seating, there are some green areas that would make good lingering places.
- A footpath along Onslow Rd should be included – it is shocking that the Onslow Rd/Homebush Rd area has no pedestrian link to the nearby high-frequency bus route along Hutt Rd.
- At all intersections the pedestrian crossings of the side roads should be on platforms raised to kerb level, and at all signalised intersections there should be pedestrian crossings across all legs.

- Footpath widths on Thorndon Quay appear to remain exactly the same as currently, therefore any new street furniture must be accommodated in other space. We suggest a green strip between the footpath and cycle lane that can accommodate seating, rubbish bins, bike racks, and provide water-sensitive urban design. This would also provide the separation needed for safety and comfort between pedestrians and moving vehicles, e.g. cycles and other micromobility.
- Footpaths along Aotea Quay need to improve to support people walking to and from the Interislander ferry terminal with luggage or in wheelchairs, and to other destinations. This is the shortest and flattest route for the short (2.3km) walk between the city centre, involving crossing the slip road to the motorway and the ferry terminal. This crossing is not safe: the Interislander's website says *Walking from Wellington CBD isn't advised as it requires crossing the slip road from the motorway and there's no pedestrian crossing* – what an introduction to walkable Wellington! (Google Maps recognises there's an issue, too: ask for directions for walking from the terminal to Wellington Station, and it suggests taking the Interislander ferry to Picton then the Bluebridge ferry back to Waterloo Quay!) The proposed diversion of ferry traffic from Hutt Rd will make this worse (as will the proposed move of Bluebridge ferries to Kaiwharawhara). A safe crossing of this slip road is essential.
- Footpath surfaces should support easy and comfortable walking. This means that the concrete surface on Hutt Road should be replaced and we recommend asphalt, with clear edge marking. Surface treatment is important and we do not support the use of concrete for walk surfaces as it is too hard and uncomfortable to walk on, or brick pavers as they are too slippery and have high maintenance requirements to maintain a level surface.
- On pp13,15 the document says that the “existing shared cycle and footpath” will be extended to the Ngauranga/Jarden Mile intersection, while on p14 it says that what will be extended is “the existing two-way cycle path”. Doing both of these is clearly not possible, and there is an existing shared cycle and footpath along here. We imagine that what is intended is extension of the adjacent footpath and two-way cycle path from Caltex to Ngauranga, and we support this.
- We understand there will be new pedestrian crossings.. Existing crossing should be maintained or new ones provided at Onslow Rd, Rangiora Avenue, Sar St, Kaiwharawhara Rd (including access to Spotlight), Tinakori Rd, the zigzag path from Tinakori Rd, the path from Hobson St, Davis St, and Moore St. We understand they will all be signalised: currently pedestrians are able to cross the road at crossings with minimal wait times and this should continue. What will the LOS crossing times be for both wait and cross times? This time should encourage compliance rather than the usual long waits and short cross times, and all inter-block pedestrian crossings should respond immediately to the pedestrian beg light being pressed (subject only to a minimum green period for traffic). Pedestrian crossings should all follow walking desire lines.
Living Streets do not support shared pedestrian / cycle crossings as these create conflict at points where pedestrians need to concentrate on crossing and not on vehicle movements. All crossings should be separate from all vehicle movements. The Queens Wharf and St Johns bar crossings are examples of poor practice where

bikes are prioritised at the crossing and having the direct desire line, and cause conflict for pedestrians. Bikes can use the vehicle cycle at signals or have a separate phase, or proceed as usual at other intersections.

- At the Ngauranga intersection pedestrian crossings on all legs of the intersection are essential and should match with bus stops and the railway station, to provide a good, safe interchange between Newlands/Johnsonville buses and Hutt Valley buses and trains, and an improved footpath to the Glover St retail area. This footpath should be separated from the high speed downhill bikes.
- We support improving the pedestrian crossings at the Mulgrave St - Thorndon Quay intersection. This is a better experience than using the pedestrian route through the bus interchange with buses sweeping the footpath in places.
- Seating should include social seating so that people can face each other to converse, and have views to the more scenic elements in this area. Seats should have backs and arms.
- Access to Spotlight by road is required for those travelling north and is important for shoppers, particularly women's trips. The plans seem to be silent on this.
- We support provision of mobility parking and loading zones. These could be combined to provide more of both.
- Improved wayfinding and lighting is required for existing walk short cuts, such as the walkway near Hirepool connecting with Hobson St, at Moore St, and to the Interislander ferry terminal
- Bus stop access across a bi-directional bike lane along Thorndon Quay will be problematic on this busy route, if this is the final design, we suggest a raised pedestrian crossing point at grade with the bus access, and a give way on the cycle lane (ie something like a zebra crossing)
- Living Streets strongly supports peak time bus lanes and this should be considered to extend for more of the day time operating hours so buses are not held up by general traffic. But the proposal is confused about such lanes on Hutt Rd: pp13 and 14 say clearly that there will be dedicated bus lanes on Hutt Rd, but p14 then says that you are considering allowing other vehicles into those lanes, in which case they would be transit lanes, and not bus lanes, a rather different proposition. We support bus lanes but not transit lanes, and it would be confusing and difficult to enforce if transit lanes on Hutt Rd then transformed into bus lanes on Thorndon Quay.
- Living Streets supports the change from angle parking to parallel.

About Living Streets Aotearoa

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of Living Streets Aotearoa are:

- to promote walking as a healthy, environmentally friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities

- to work for improved access and conditions for walkers, pedestrians and runners, including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

For more information, please see: www.livingstreets.org.nz.

Feedback

1585

NAME: Guy Short	SUBURB: Berhampore	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Submission: Thorndon Quay & Hutt Road

Name: Guy Short

Suburb: Berhampore

- Support removal of Thorndon Quay angle parking ASAP due to safety.
- Support peak hour bus lanes on Thorndon Quay and Hutt Rd.
- Support separated cycleway.
- Support replacing existing zebra pedestrian crossings with signalized crossing and the provision of new signalized crossing points.
- Do not support T2 lane on Hutt Rd, this should be for buses (and possibly trucks north of Aotea Quay overbridge if this doesn't impact bus flow significantly).

Comment: Perhaps look at rationalizing bus stops further as the plan has these remaining relatively closely spaced south of Aotea Quay. Suggest that stops near Aotea Quay, Thorndon Motorway Viaduct and Davis St would still provide good coverage along this route (less than 350m walk to stop along this section of road).

Feedback

1586

NAME: Philippa Cuthbert	SUBURB:	ON BEHALF OF: The New Zealand Automobile Association Incorporated	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?



New Zealand Automobile Association Inc.

342-352 Lambton Quay, Wellington 6011

PO Box 1, Wellington 6140

T. [REDACTED]

8 June 2021

Let's Get Wellington Moving (LGWM) - Thorndon Quay and Hutt Road

Email tahr@lgwm.nz

This submission is made by the Wellington District Council of the New Zealand Automobile Association (AA).

1. The District Council represents over 200,000 members. Although we are an organisation representing motorists, our members are also pedestrians, users of public transport, and an increasing number are cyclists. We recognise and support the LGWM vision of creating an integrated package of transport improvements for all road users. We also note that with Wellington's topography there is very limited space in some areas to accommodate separate pedestrian, cycleways and road space.
2. Overall, we support most of the proposed changes on Thorndon Quay. We do, however, have serious reservations regarding some of the changes proposed on Hutt Road. We are totally opposed to the proposed Aotea Quay roundabout, as we believe it will cause significant congestion especially in the morning peak hours.
3. We note the statement that within the next 30 years another 130,000 to 200,000 people are forecast to live in the Wellington Region. We understand this prediction was made pre-Covid. With the current high prices for residential properties and rentals in the Wellington region there is now hard evidence (Dompost 28/5/21) that people are moving out of Wellington because they cannot afford to buy or rent a house. We also note that post Covid there is evidence of traffic counts reducing as more people work from home all or part of the time. Can you please confirm if:
 - A revised population prediction has been made Post-Covid or is planned?
 - If a review of weekday traffic flows has been made Post-Covid or is planned?
4. We note the 6,000 bus passengers on an average weekday and support dedicated bus lanes in peak hours on both Thorndon Quay and Hutt Road to improve bus travel times and reliability.
5. We support the principle of making Thorndon Quay and Hutt Road safer for everyone, but the design of safety changes needs to be done without causing other road users significant inconvenience or increased travel time.
6. Overall, we support the proposed changes to Thorndon Quay shown on the concept sketches. These include removing angle parking, bus lanes during peak hours and a 2 way cycle lane on the eastern side of the road. However, the exact details of the changes will



require careful consideration and we request the opportunity to comment on them prior to any construction taking place.

7. We support the proposed peak hour bus lanes on the Hutt Road including bus priority and the Ngauranga/Jarden Mile intersection.
8. We have serious concerns, however, regarding the practicality of the proposal to construct a central raised median all the way from the Aotea Quay ramps to Ngauranga. There are at least 14 businesses along the east side of the Hutt Road including NZ Bus depot and Placemakers. Businesspeople in the area we have talked to are totally against the proposed continuous central median. We accept that there is a safety issue with right turning traffic across the cycleway, but there is also a risk with left turning traffic as well. So removing right turning traffic only mitigates the risk it does not remove it. About five years ago when cycle routes along the Hutt Road were under consideration as well as the Hutt Road footpath, an alternative route by the side of the railway line was also raised. This route had the advantages of having no intersections or business crossings. While it was not pursued at that time, we strongly suggest that LGWM approach KiwiRail to see if they would be prepared to have a cycle lane on their land - accepting they would still need occasional access for track maintenance.
9. We are concerned about and opposed to the suggested south turnaround option of a roundabout at Aotea Quay. The current traffic lights on Aotea Quay into the Toll yard work well because, with a "seagull intersection", there is no delay to traffic going into the city. This is critical to reducing traffic delays on this arterial route. Constructing a roundabout will delay traffic in all directions and is additional distance for trucks to travel to the ferry. The original proposal to access the ferry terminal was to have an off ramp off the motorway just before the Thorndon Overbridge. This is in our view the most logical and best way to access the ferry.
10. The suggested north turnaround at Ngauranga by turning right into Glover Street is also opposed, as this junction is too far away and almost impossible to cross at peak hours due to the volume of traffic coming down Ngauranga Gorge.
11. We totally support LGWM's intent of making it easier and safer for those who wish and are able to cycle to and from the city. We do, however, have serious questions about the cost of the proposed improvements and whether they are warranted. We note the recent article (Stuff, 30 April 2021), which noted the revised budget of \$190M will cost the equivalent of the country's entire maximum annual cycling and walking budget and equate to \$4.2m for each 100 metres of cycleway. We strongly urge LGWM to investigate whether there are other, more innovative, and cost-effective solutions to this issue, rather than the expensive and blunt instrument of closing the median on the Hutt Road for over 3 kilometres.
12. We look forward to further discussions with LGWM team as this project progresses towards construction.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Geordie Cassin', written in a cursive style.

Geordie Cassin

Wellington District Chairman

Feedback

1587

NAME: Sam Somers	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Let's Get Welly Moving

Speed Limits - Hutt Road

- Retain 80km/h from Jarden Mile to Onslow Road
- Reduce Onslow Road to the Old Toll Booth/Johnsonville Line Railway Bridge from 60km/h to 50km/h
 - This is to accommodate the reduction in ability to turn in and out of private properties along Hutt Road
 - An option could introduce a variable speed limit with electronic signs that vary between 50km/h my proposed new speed limit and the old speed limit of 70km/h depending on the time of day. When the business are closed a higher speed limit could be warranted
- Retain the same speed limit from The Old Toll booths to Tinakori Road at 50km/h
- Put an official speed limit for Jarden Mile, Not sure if its 100km/h or 80km/h but is really only suitable for 50km/h speeds

Speed Limits - Thorndon Quay

- Reduce the speed limit to 40km/h along Thorndon Quay

Traffic Light Adjustments - My suggestions

Jarden Mile Traffic Lights

- ☐ Jarden Mile Traffic Lights

Onslow Road Traffic Lights

- ☐ Onslow Road Traffic Lights

Ghost Seats Bus Stop, - Rangiora Road Pedestrian Crossing

- ☐ Ghost Seats Pedestrian Crossing

The Old Toll Booth Traffic Lights

- ☐ The old Toll Booth Traffic Lights

Sar Street/Tinakori Road Traffic Light

- ☐ Sar Road/Tinakori Road Traffic Lightstion

Bus Interchange Lights

- ☐ Bus Interchange Lights

- The other prosed sets of lights along Thorndon Quay, I would like to see them as smart pedestrian crossings, similar to the ones outside Hutt Valley High, and Petone Esplanade
- I also would like to see those non-traffic light controlled intersections also to have those sensors to add traffic data to the traffic light system so the lights know where there is traffic entering and exiting in its traffic calculations and if needed, activate a red traffic light to let a car out if wait times are deemed excessive, like waiting more than 2minutes to turn out

- Have the Traffic Lights from Onslow Road to the Bus Interchange to be interlinked into 1 big computer system, designing to exchange data between sets of lights so it can effectively have less stop starts for moving traffic
- Should be interlinked into to allow bus priority from buses GPS transponders

Cycleway

- Make a separated cycleway from the End of Hutt Road along the Length of Thorndon Quay removing them from the Road
- Add cycle traffic light priority at some intersections along the way, they are done in my traffic light sequence adding a full 3 level lights
- Use those camera that pick up cyclist like what's at Seatoun Tunnel to provide warning at every private entrances along the cycleway that cyclist are coming
 - Coming out of the Caltex Hutt Road is a prime example cyclists nearly being hit by a vehicle not seeing them from the blind corner

Bus Stops

Move Bus Stops so it can make full advantage of B lights at intersections that currently aren't there but will after changes are made. I have included 2 examples in my slide attachments above

Bus Lanes

- For the section from Onslow Road to the Old Toll Booth
 - Make it available to motorbikes and heavy vehicles over 3.5T along with Emergency Services Vehicles with Sirens on
 - Operating at AM and PM Peak times southbound
- Keep a similar from the Old Toll Booth
- At Thorndon Quay switch the bus lane to Buses, Motorbikes and Emergency Services only
 - To operate both AM and PM peak both ways
 - PM peaks to start at 3pm northbound to take into account of School Buses heading north

Hutt Road Raised Traffic Island

- Support the general length along the length of the Hutt Road
- Turnaround Areas and Turning Bays
 - The Existing intersections where Public Roads meets
 - Right Turn access into the Caltex Petrol Station - Truck Stop
 - U-turn Access in the Old Toll Both suggested pedestrian crossing
 - Right turn access into NZBus Depot at Kaiwharawhara
 - Use the new traffic lights as a potential U-turn locations

Parking

- I propose for Hutt Road to have the parking to be continue as free but put in a time limit, suggested being 2 hours to discourage all day parking after 9am
- The section from past the Old Toll Booth, to be limited to 2 hours
- Thorndon Quay, to turn it from all day parking to the 2 hour limit retaining the meters

Aotea Quay

- Support the New Roundabout at Mainfreight/Toll Yard
- Have concerns for traffic going along Aotea Quay crossing paths with with Motorway offramp traffic particularly those crossing paths to U Turn at the Roundabout and want to see exactly where its proposed to be
- Might be worth making a separate lane to go around the left hand side of the Offramp to reduce the amount of criss-crossing traffic
- Existing right turn into Aotea Quay On-ramp to remain

Pedestrian Access

- I believe we need a dedicated footpath along the length of Onslow Road. Now i understand that might be out of scope
 - Will LGWM consider putting a footpath from the Traffic lights at Hutt Road to Number 2 Onslow Road to reduce and eliminate risk of pedestrian walking along that section of Onslow Road

Submission prepared by Sam Somers

Feedback

1588

NAME: Leighann Johnston	SUBURB:	ON BEHALF OF: Road Transport Forum NZ Inc	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?



Road Transport Forum NZ Submission to:

Let's Get Wellington Moving

on:

Thorndon Quay and Hutt Road

tghr@lgwm.nz

Road Transport Forum NZ
PO Box 1778
Wellington

████████████████████
Contact: Nick Leggett CE

June 2021

Road Transport Forum (RTF) submission on **Let's Get Wellington Moving** (LGWM) proposals to Thorndon Quay and Hutt Road

1. Representation

- 1.1 Road Transport Forum New Zealand (RTF) is made up of several RTF members include Road Transport Association NZ, National Road Carriers, and NZ Trucking Association. The affiliated representation of the RTF is some 3,000 individual road transport companies which in turn operate 16-18,000 trucks involved in commercial road freight transport, as well as companies that provide services allied to road freight transport.
- 1.2 The road freight transport **industry is 3.0% of New Zealand's** gross domestic product (GDP) and it **carries 93% of the nation's freight. We** employ around 26,000 people and vocational education is of growing importance in our industry due to a shortage of drivers and other workers.

2. Introduction

- 2.1 The RTF provides sector leadership and believes we all need to operate in an environment where the following must be managed and co-exist:
 - 2.1.1 The safety and wellbeing of our drivers and other road users. Our drivers are our most valuable asset.
 - 2.1.2 The impacts of transport on our environment.
 - 2.1.3 The transport of goods by road is economically feasible and viable and it contributes the best way it can to benefit our economy.
- 2.2 The RTF has been proactively participating in LGWM's conversations since the latter started in 2016 and our most recent formal feedback was in July 2020 on the Golden Mile Improvements.
- 2.3 The RTF is also mindful that its earlier feedback, such as the lack of city planning and the lack of consideration of the impacts on commercial traffic, does not appear to have been captured in the various LGWM summaries to date. Given our earlier view that LGWM is not thoroughly considering the risks, trade-offs and opportunity costs we question the authenticity of the consultation. We urge LGWM to take these matters into due consideration before forging ahead regardless.

- 2.4 The lens and scope of our submission covers the impacts and risks related to commercial (road freight) traffic and the economy that traffic serves.
- 2.5 To supplement this submission the regional trucking associations for which the RTF provides unified national representation will, at their discretion, provide explicit submissions on changes in their respective locations.

3. Clarifications and presumptions

- 3.1 Much of the information on the proposed corridor changes provided by LGWM [Have your say: Thorndon Quay & Hutt Road » Let's Get Wellington Moving \(lgwm.nz\)](#) is still at a conceptual stage and the current level of development is inadequate to gain a good understanding of all the impacts.
- 3.2 Development of this submission has been particularly challenging because there is a plethora of information on the LGWM website however, there is a lack of clear guidance and direction in terms of overall structure and connectedness of that information. Given this issue and 3.1 above we urge LGWM to acknowledge that there is considerable risk in consulting at this time.
- 3.3 Notwithstanding 3.1 and 3.2 above, we were grateful to host a joint delegation from LGWM and Wellington City Council on 2 June 2021 to gain further clarification on their intent and design. That clarification provided presumptions important to underpinning our submission and they include:
 - 3.3.1 The proposed changes to Hutt Road include:
 - 3.3.1.1 The proposed median will likely have yet to be determined gaps to enable light vehicles to undertake U-turns.
 - 3.3.1.2 In both directions, the lanes closest to the road centreline and currently used by all vehicles will in essence be retained.
 - 3.3.1.3 The left lanes in both directions will at specified times be Special Vehicle Lanes (SVL).
 - 3.3.1.4 Buses and trucks will be allowed in the (SVL).
 - 3.3.1.5 Parking in off peak times will be allowed in the southbound direction.

- 3.3.1.6 There will be increased use of the U-turn facility on Centennial Highway between Jarden Mile and Melvern Road.
- 3.3.2 The proposed roundabout on Aotea Quay will:
 - 3.3.2.1 Enable southbound traffic heading to the Interislander Ferry Terminal (Ferry Terminal) to travel on State Highway 1 and take the Aotea off-ramp instead of using Hutt Road.
 - 3.3.2.2 Enable northbound traffic departing the Ferry Terminal to join State Highway 1 at the Aotea on-ramp instead of using Hutt Road.
 - 3.3.2.3 Likely be biased to the current lane alignment so that southbound traffic remains able to pass straight through.
 - 3.3.2.4 Be supported by smart signs giving motorists warning in the case of hidden queues etc.
- 3.3.3 The proposed changes to Thorndon Quay include:
 - 3.3.3.1 Changes to parking and introducing a bi-directional cycle lane.
 - 3.3.3.2 Currently there is one lane in each direction for general traffic and capacity will increase because in addition to the current lanes, a peak time bus lane will be added.

4. Direct impacts on heavy traffic

- 4.1 Based on the clarification and presumptions in section 3 above, the RTF understand that the impacts of the respective changes on heavy freight traffic to be:
 - 4.1.1 The Hutt Road change will likely result in:
 - 4.1.1.1 Relatively small improvement to traffic flows because whilst the lane capacity does not substantially change, freight traffic will be able to travel in the Special Purpose Lane as priority flow.
 - 4.1.1.2 Northbound vehicles leaving sites on the harbour side of Hutt Road will not be able to make right turns therefore, they will need to first travel southbound to the proposed Aotea roundabout then U-turn.
 - 4.1.1.3 Northbound vehicles accessing sites on the harbour side of Hutt Road will not be able to make right turns therefore, they will need to travel northbound to the existing U-turn facility near Glover St which will then enable them to become southbound.

- 4.1.2 The Aotea Quay roundabout will likely result in:
 - 4.1.2.1 Improved access to the Ferry Terminal because heavy vehicles may travel further on SH1 if approaching the Ferry Terminal or may access SH1 earlier if departing the Ferry Terminal.
 - 4.1.2.2 Negligible impact on heavy traffic south of Aotea Quay if the roundabout is offset and includes a straight through southbound lane.
 - 4.1.2.3 Increased congestion and delays for northbound traffic on Aotea Quay south of the roundabout because every vehicle in the northbound flow will need to slow on their approach to the roundabout.
- 4.1.3 The Thorndon Quay change will likely result in:
 - 4.1.3.1 Small improvements because buses will travel in a new bus lane thereby reducing their inherent impacts of congestion and disruption to traffic flow.
 - 4.1.3.2 Increased difficulty for vehicles serving the businesses and properties on Thorndon Quay given the greater separation between where they park and their place of work.

5. Generic comments on design and use

- 5.1 LGWM advises there is a desire for street beautification on Hutt Road and Thorndon Quay, however we were unable to find any information on the significance of that desire against other competing factors.
- 5.2 We disagree with the conceptual proposal to convert potential trafficable space to gardens because:
 - 5.2.1 It somewhat ironically reduces the width and safety of the bi-directional cycleway.
 - 5.2.2 The trees are inherent direct hazards and create second order risk to safety by adversely effecting visibility and sight lines.
 - 5.2.3 The gardens and trees will require maintenance which will in turn create unnecessary on-going cost and disruption.
- 5.3 As a consequence of the proposed median on Hutt Road we understand LGWM are suggesting that northbound vehicles wishing to access properties on the harbourside of Hutt Road will travel north to the U-turn facility of Centennial Drive then complete the U-turn and head south. We disagree with that suggestion because:

- 5.3.1 In the worst case, that necessitates additional travel of approximately 6 km and road users are unlikely to tolerate that inconvenience. We believe it is more likely that those road users will abandon their attempt to access those properties.
- 5.3.2 From a safety perspective the U-turn facility on Centennial Drive (Photo 1 below) is poorly designed and heavy vehicle combinations would be required to stop in the live right hand northbound passing live prior making the U-turn. On safety considerations alone, we do not **believe LGWM's suggestion is a viable option.**
- 5.3.3 In the event LGWM continue considering this U-turn facility as a plausible option for heavy vehicle combinations then we urge it to redesign the approach and stacking distance.

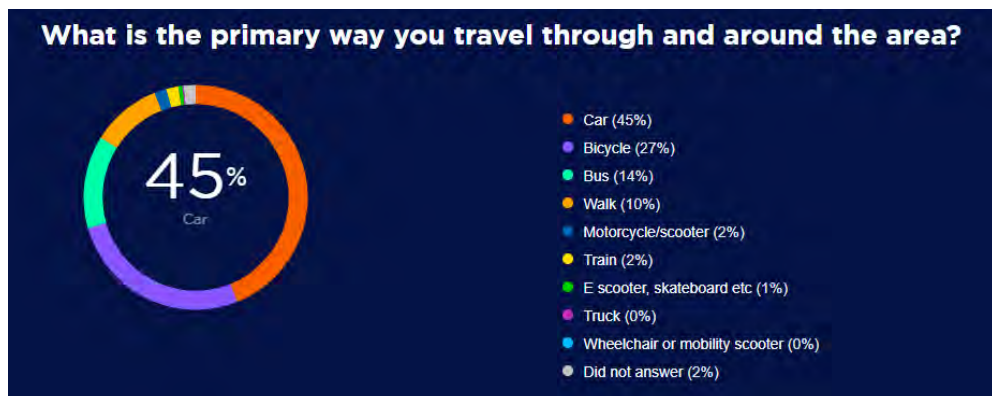


Photo 1: U-turn bay between Jarden Mile and Melvern Road

- 5.4 We acknowledge and agree that the proposed cycleway on Thorndon Quay will be beneficial, particularly in terms of promoting modal shift and improved safety. However, our concerns are:
- 5.4.1 Despite the provision of purpose-built facilities, a significant number of cyclists frequently insist on using the road, the current cycleways on Hutt Road and Petone to Ngauranga are two local examples. These cyclists are a significant hazard to, and invariably disrupt, the flow and speed of cars and trucks thereby reducing the benefit of the investment in cycleways.
- 5.4.2 We recommend LGWM consider why cyclists refrain from using existing cycleways and apply that insight to the new design.
- 5.4.3 We recommend LGWM give priority to changing the Land Transport (Road User) Rule 2004 so that a mandatory obligation is placed on cyclists to use cycleways and explicitly disallow them from cycling on the road when cycleways are present.

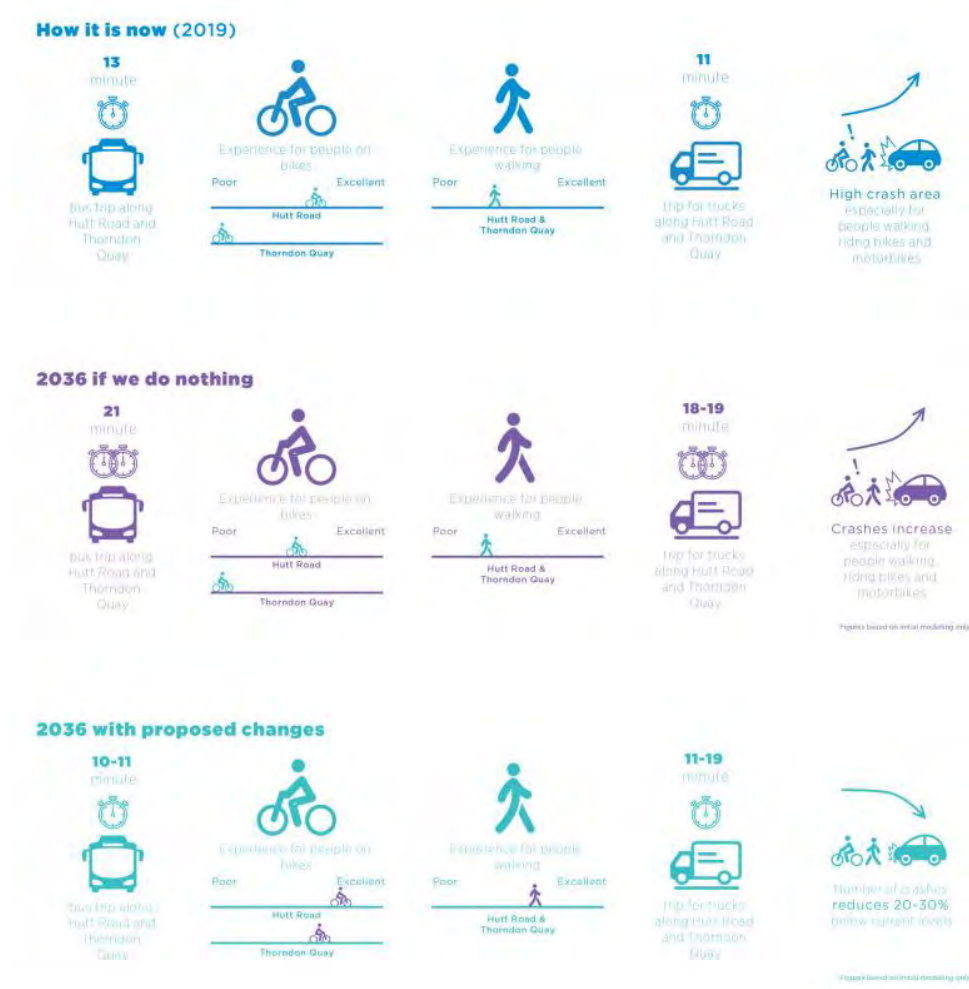
6. Comments on policy making process

- 6.1 We acknowledge the proposed changes will benefit cycling and bus travel which in turn, benefits societal issues such as health and wellbeing and managing the impact on climate change.
- 6.2 We also acknowledge that the lack of available free space and land presents a significant constraint to increasing the corridor to cope with increased traffic capacity. Therefore, shifting the modal split, particularly from car to public transport, should ultimately help mitigate the congestion and challenges that the increased freight movement will face. On that basis we support the high-level approach of the changes.
- 6.3 We are concerned that LGWMs approach lacks balance, context setting and rigour in decision making.
- 6.3.1 We believe LGWM communications infer majority support for the changes however, that feedback (refer LGWM graphic below) is not proportionately representative of the distribution of **the corridor's** users through which according to LGWM is: 230 walk (Thorndon) / 1300 bike (both routes)/ 6,000 bus (both routes)/ 42,000 vehicles (both routes). We suggest LGWM annotate its future communications to the effect there is no correlation between feedback support and the social and economic benefit to the nation.



- 6.3.2 We are deeply concerned at LGWM predictions on the impact on freight travel. ([How we got here » Let's Get Wellington Moving \(lgwm.nz\)](#) graphics below). We cannot understand why LGWM can predict that in 2036 the travel time of buses will be 10-11 minutes however, its prediction on freight trucks is 11-19 minutes. We request LGWM provide us with its analysis on these travel time predictions.
- 6.3.3 The upper end prediction of freight travel time in 2036, 19 minutes **is the same as the "If we do nothing" scenario**. If that eventuated,

it would be a travesty that all the investment in these changes would in essence only benefit bus passengers and cyclists on Thorndon Quay.



6.3.4 We understand the intent of the changes is for the perceived greater good and in our view, there will be winners and losers as a consequence of these changes. We do not believe LGWM is doing justice to those that will be adversely affected by the changes, particularly the economic and operational impacts on businesses on Hutt Road and we urge LGWM to bring a more balanced and transparent approach when communicating the impacts of change.

6.3.5 In addition to the adverse impacts referred in 6.3.3 we also urge LGWM to give due consideration to:

6.3.5.1 Safety associated with more U-turns on Centennial Drive. We recommend LGWM consider whether a better option would be to re-engineer the signalised intersection at Centennial Highway and Jarden Mile and replace it with a roundabout supported by signals.

- 6.3.5.2 Delays to traffic on Aotea Quay associated with the roundabout.
- 6.3.5.3 Consideration of this design and network flows in the event the Ferry terminal location moves north to Hutt Road.
- 6.3.5.4 A staged build approach to mitigate the risk that the physical changes, such as the median and gardens, pose considerable regret cost.
- 6.3.5.5 Consideration and risk analysis of unintended consequences and transparency on these
- 6.3.6 To bring more quality debate and consideration to the changes we would like LGWM to share its predicted impacts on an outcome basis rather than just direct impacts. For example, the information provided to date refers to the respective impacts on: people using the bus; people riding; people walking; and people driving. However, the proposals did not appear to be supported by any information on outcomes achieved such as the modal shift and associated reduction in CO₂, or the economic and social impact costs. We believe quality information on these outcomes would give the public much greater understanding on the return on investment and enable better appreciation of the opportunity cost.

7. Concluding comments

- 7.1 We agree that change is required to manage the growth of our capital city and the way we move through it.
- 7.2 The level of development underpinning the TOHR proposals is still largely conceptual and therefore, there is considerable risk in LGWM seeking feedback at this time. As a consequence, our submission is conditional based on the presumptions referred to in section 3 above and in the event any of the presumptions change, it is highly likely that our views would materially change.
- 7.3 In the event LGWM do not agree with the presumptions made in section 3 above, we request they advise us at the earliest opportunity.
- 7.4 While not ideal, we believe that the strategy to shift the modal split from car to either active transport and/or public transport should help mitigate the predicted congestion that will eventuate if we do nothing. That trade-off should benefit and mitigate the risks faced with increased road freight movements.
- 7.5 We are deeply concerned at LGWM predictions on the impact on freight travel and the risk that it predicts freight travel times could be the

same as the “If we do nothing” scenario. If that eventuated, it would be a travesty that all the investment in these changes would in essence only benefit bus passengers and cyclists on Thorndon Quay.

- 7.6 We urge LGWM to develop and provide a more balanced case on the impacts of its proposals on all parties, and in particular provide quality data on the economic and social benefits and disbenefits. This would enable much more meaningful discussion on the return on investment, the opportunity costs, the winners and losers and the risks associated with the proposal. We believe LGWM has a fundamental responsibility to not only our members, but also the wider New Zealand public, to bring more transparency to these changes before forging ahead regardless.

Feedback

1589

NAME: Alex Voutratzis	SUBURB:	ON BEHALF OF: Bus and Coach Association New Zealand (Inc.)	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?



8 June 2021

Let's Get Wellington Moving

FREEPOST 2199

Transport planning – Thorndon Quay and Hutt Road (OPE00308301)

Wellington City Council

PO Box 2199

Wellington 6140

tqhr@lgwm.nz

Re: Thorndon Quay and Hutt Road proposed changes – BCA Submission

The Bus and Coach Association NZ (BCA) is a membership organisation representing the interests of the bus and coach industry. We provide industry leadership, advocacy, networking, and services for more than 300 members (and their over 6,000 buses and coaches). The BCA represents the majority of New Zealand's bus and coach operators and domestic and international bus manufacturers.

Thorndon Quay proposed changes:

What we support:

- Improvements for people using the bus, including the introduction of bus lanes during peak hours and priority being given to buses at Mulgrave St intersection.
- Improvements for people riding bikes, including a segregated cycle path.
- Improvements for people walking.
- Improvements for people driving.

What we are concerned about:

- The TQHR Engagement Report includes an issue raised by bus operators regarding the adequate length of bus stops that is required to allow buses to enter and exit bus stops safely. This issue does not appear to be addressed in any of the changes proposed, specifically for the periods outside peak times.

Hutt Road proposed changes:

What we support:

- Improvements for people using the bus, including the introduction of bus lanes during peak hours and priority being given to buses at Ngauranga / Jarden Mile intersection.

What we are concerned about:

- We do not support the introduction of a raised central median barrier between Aotea Quay and the Ngauranga / Jarden Mile intersection.
 - This will prevent buses returning from the CBD from accessing the NZ Bus depot at 114 Hutt Road, Kaiwharawhara.

- This will prevent buses exiting the NZ Bus depot at 114 Hutt Road from travelling northbound.
- This will encourage northbound cars wanting to access premises on the eastern side of the Hutt Rd to pull U-turns at Onslow Rd intersection, to save time. This is potentially dangerous.
- This will encourage cars exiting premises on the eastern side of the Hutt Rd and wanting to travel northbound to pull U-turns at Ngaio Rd intersection, to save time. This is potentially dangerous.
- We have concerns about the outlined safety risk claimed by LGWM, due to the low volume of walking and cycling traffic between Aotea Quay and the Ngauranga / Jarden Mile intersection, the clear visibility at a long distance both ways down the cycle and foot path from the current median layovers, and the clear visibility at a long distance both ways down the road from the cycle and foot path.
- The outlined risk to pedestrians and cyclists is the same where southbound vehicles are turning left into premises along the eastern side of Hutt Road as it is for northbound vehicles turning right.
- We are concerned that LGWM has not provided any data on the number of incidents that have occurred between Aotea Quay and the Ngauranga / Jarden Mile intersection involving pedestrians or cyclists and right-turning vehicles.
- We recommend that instead of limiting access to businesses via impeding the right-hand turn, the LGWM invest in additional signage and other safety features at these intersections where right hand turning traffic and
- We are concerned that a roundabout on Aotea Quay could impede the flow of traffic along Aotea Quay, resulting in backlogs along Waterloo Quay beyond Bunny St in afternoon peaks.

Regards

Alex Voutratzis
Policy Manager

Feedback

1590

NAME: Ong Su-Wuen	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

From: [REDACTED]
Sent: 04 June 2021 09:49
To: TQHR <tqhr@lgwm.nz>
Subject: Comment on Hutt Road to Thorndon Quay proposal

1. I support extending the cycleway to the entire length of Thorndon Quay. As a cyclist, I prefer having separate cycleway in both directions (North and southbound), but will accept if it is only on the Southbound direction.
2. I support having dedicated peak time bus lanes in both directions, which become parallel car parks at non peak periods.
3. I am lukewarm on the current idea of having a raised median along the entire length of Hutt Road, meaning northbound traffic have no access to businesses along Hutt Road. The current plan of having turning points only at Centennial Highway and Aotea Quay is deficient.

I suggest removal of the Onslow Road / Hutt Road traffic lights and replace it with a roundabout. This would allow northbound cars to turnaround to access the businesses along the Hutt Road much more easily. Having a roundabout there has the added advantage of delineating the 80km/h and the 60km/h sections of the Hutt Road. It will naturally slow the southbound traffic.

Along the same line, you could also change the Kaiwharawhara Road / Hutt Road traffic lights into a roundabout.

I was told by an official at the public sessions that the plan was to retain existing breaks in the raised median to allow car turning. Or incorporate new ones. Whilst this is better than having no breaks, I think my roundabout idea is superior.

Call me if you like a clarification on my submission. If there is opportunity to make an oral submission to decision makers (eg oral submission to a parliamentary select committee) then I would like the opportunity to do so.

Thanks.

Ong Su-Wuen
[REDACTED]

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Feedback

1591

NAME: Jeff Staniland	SUBURB:	ON BEHALF OF: Capital Scaffolding	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Submission to: Transport planning – Thorndon Quay and Hutt Road

By email to: tqhr@lgwm.nz

Submission on: Hutt Road and Thorndon Quay Proposed Changes

Submission by: Capital Scaffolding Limited



Contact: Jeff Staniland



Our business operates and is located within the area from the Southern End of Hutt road to the rail overbridge at the Aotea Quay off ramp.

The presentation given on this listed the following Commercial Considerations:

Our Role

- Ensuring commercial stakeholders are well represented in the consultation
- Identifying ways in which improvements can drive economic performance
 - Considering consumer attraction, experience & trends
 - Bringing an additional economic lens to the discussion

Context

- Important employment centre & economic role
- Established niche, destination value & goodwill
- New roles and relevance are developing for the area
 - Catering for a broad and diverse audience
 - Passionate and invested businesses

In general, we are supportive of the objectives put forward in the proposal.

However, looking at the some of the specific changes proposed we find that many of them run counter to the commercial considerations as set out above.

When looking at our area we find that the current layout and traffic arrangements work well for both local businesses, their staff and customers as well as passing traffic, buses, cyclists and pedestrians. All traffic flows well, there are seldom any stoppages and accidents are rare. Overall we do not see any reason to make any substantive changes to this part of the roadway.

The immediate area sees local business traffic arriving early in the morning many of whom (like us) then leave for the day returning in the afternoon. Later in the morning office workers arrive and during the day customers come and go parking for short periods.

Our immediate area is characterised by light commercial businesses where there are regular comings and goings throughout the day of own vehicles, couriers, deliveries, and customers. The current road layout with a flush median works very well for vehicles entering and leaving premises. Drivers are aware of the traffic and there are seldom accidents. Some signage to the effect that vehicles will be turning in/out of premises would seem a good risk mitigation strategy as would a lower speed limit to further reduce risk.

Any reduction in parking the area will be detrimental to all business. This includes the removal of angle parking on Thorndon Quay. In particular, we question the removal of angle parking on Thorndon Quay given that a dedicated cycle route will be created thereby negating the need for cyclists to use the roadway. If the angle parking is removed it will result in more cars trying to park on Hutt Road which will increase congestion, traffic movements and risk.

Looking at our part of Hutt Road we question why a north bound bus lane is required. The current south bound bus lane does work well and we note in this regard that while there is a definite increase in cyclists and traffic travelling south in the peak morning hours this is not matched in the evening when both cycle and vehicle traffic is much lighter relative to the morning and seems to be explained by being spread over a longer time frame. The North bound bus lane would conflict significantly with the customers and commercial interests of all the businesses along Hutt Road it could even threaten the viability of some businesses and as such we are strongly opposed to this proposal.

We also question the desirability of a raised median north of the Aotea Quay off ramp. This will reduce the width of the roadway and add a new hazard we also suspect it will result in large trucks proceeding south down Hutt Road and Thorndon Quay looking for a place to turn around. An alternative would be to create designated turning areas along this section of the road. Again, we find this proposal is not consistent with the commercial objectives listed above.

We would like the opportunity to speak to our submission.

Feedback

1592

NAME: Russell Walsh	SUBURB:	ON BEHALF OF: Wellington Regional Road Transport Association	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Submission to Let's Get Wellington Moving Consultation, Aotea Quay and Hutt Road to Ngauranga

By email – tqhr@lgwm.nz

This submission is made by the Wellington Regional Road Transport Association.

The contact person for this submission is the Branch President, Martin Robertson, telephone [REDACTED] [REDACTED]
email [REDACTED]

Wellington Regional Road Transport Association

The Wellington Regional Road Transport Association (WRRTA) represents the interests of those individuals and organisations who move goods by road within the Wellington area and, by default, we represent the interests of the customers who are served by our industry. WRRTA is branch of the Central Area Road Transport Association (CARTA). CARTA is a member association of the Road Transport Forum New Zealand. The RTF is the national body representing the commercial road freight industry.

The importance of road freight to Wellington

The safe and efficient movement of freight by road is the lifeblood of Wellington and its economy, restricting the flow of freight will strangle Wellington. Everyday members of WRRTA deliver vitally needed goods including stock replacement to hospitals, medical centres, supermarkets, building and construction sites and other retail outlets and they remove the rubbish. As more and more business switch their stock holding to just-in-time delivery this has to be met by moving more goods on the road and increasing the delivery frequency of these goods. Likewise, most people who use on-line shopping have their goods delivered by road.

WRRTA is not opposed to change however any changes that are made must be made to improve what already exists; changes that will stifle activity are not good changes.

For those who deliver freight the road is their workplace. Because of this those that manage and maintain the roads have a Duty-of-Care to ensure the roading network is safe and does not impose unnecessary risk, risk that could be eliminated.

Stifing the efficient transport of freight by road will strangle Wellington's economy.

1. Brooklyn Hill

This proposal will result in the current uphill passing lane replaced by a dedicated cycleway.

In principle WRRTA is not opposed to any projects that will result in separation of vulnerable road users such as cyclists from other traffic, any changes however to road layouts such as the one proposed must take into consideration the safety and needs of all road users who use the affected section(s) of road.

No modifications should be made if they result in a reduction of the overall road use efficiency and the safety of all road users.

This section of road is the main access route to Brooklyn and the nearby suburbs. It is also the main access route to the Happy Valley landfill. Having a passing lane on the uphill section of the roadway allows slower moving vehicles such as buses and trucks to move left allowing faster traffic to get by. Restricting all traffic to a single lane traffic will impede flow and increase safety risk ultimately increasing carbon emissions and driver frustration. Emergency vehicle access will be hindered as traffic will have no left lane to move into to

allow emergency vehicles to pass in safety. This may result in a delay to urgently needed medical attention and possibly loss of life.

2. Aotea Quay to Ngauranga

Road safety audit

Before any changes are made to the road network in this area WRRTA request a full and detailed road Safety Audit of the existing network be undertaken with impacts of any proposed alterations considered alongside the Safety Audit.

WRRTA would like to have input into this audit from the perspective of the safety of truck drivers who deliver and pickup freight and transit this area daily.

The audit must be freely available to all interested parties.

3. Relocation of the ferry terminal

WRRTA is aware that there are plans to relocate the current interisland ferry terminal.

We believe that any changes to the road network in the vicinity of the current terminal should be deferred until the final location of the terminal is confirmed as any relocation will affect traffic flow in the area requiring further modifications to the road network along with their associated costs.

4. Heavy haulage route

Aotea Quay and Hutt Road to Ngauranga is the approved route for oversize and overweight (Heavy Haulage) vehicles in an out of Wellington including CentrePort.

Any changes to the road network in the area will affect the use of the route by heavy haulage operators and must be completed only after full consultation with the Heavy Haulage Association. Roading changes must not impact the cost of compliance of these operators and the services they provide to their customers, including CentrePort and KiwiRail.

5. Aotea Quay

The proposal is for the traffic lights outside the entry to the goods yard, (KiwiRail depot), to be removed and replaced by a roundabout.

WRRTA have no objections to this in principle however the roundabout must be constructed in such a way that it is suitable and safe for use by High Productivity Motor Vehicles (HPMVs) and heavy haulage vehicles.

The roundabout must not be an obstacle to safe driving for truck drivers and other road users who use it. It must not increase safety risk for any users.

WRRTA wish to be involved in the design of this roundabout to assess its suitability for large and heavy vehicles.

Entrance to CentrePort

Currently the entrance/exit to/from CentrePort on Waterloo Quay is controlled by traffic lights.

Whilst not part of the current proposal WRRTA hold the opinion that traffic flow and the safety of all road users who use this stretch of roadway would be enhanced if the traffic lights were removed and replaced by a roundabout similar in concept to the one proposed for Aotea Quay.

6. Hutt Road to Ngauranga

Intersections – Kaiwharawhara (Ngaio Gorge) and Onslow Roads

Both these intersections are currently controlled by traffic lights.

An assumption is made that these intersections will remain unchanged.

This proposal is to build a raised median strip along Hutt Road, from the current Aotea Quay overbridge to the Southern end of Centennial Highway (Ngauranga), this would prevent traffic servicing the business on both sides of the road making right turns. WRRTA has serious concerns about this proposal.

- a) It will increase safety risk.

Making a left turn into any business is inherently less safe than a right turn. This is because heavy trucks must often move to the right first before making a safe left turn. Doing this provides an opportunity for other road users to come up on the left side of the truck unseen often in the blind spot area of the truck driver. When making a right turn however the truck driver always has all oncoming traffic in their vision. Right turns in these circumstances are more inherently safer than left turns. The proposal will increase the safety risk to all road users servicing the businesses in this area if right hand turning is prevented. Rather than improving safety as the proposal claims the opposite will occur, i.e. overall road safety will be reduced.

- b) It will increase costs and carbon emissions.

A truck that is unable to make a right turn into a customer's business will have to travel extra distance to the nearest safe point to reverse its direction of travel. These safe points, as shown in the proposal are either the planned Aotea Quay roundabout or the existing turning point just North of the Hutt Road/Centennial highway intersection, the northern turning point. Traveling extra distance will increase traffic density and fuel use and thus carbon emissions and road user charges for the vehicles concerned. Increases in these costs will have to be recovered from the customers served who in turn will have to pass these onto their customers. There will also be an increase in road wear the cost of which will have to be borne by Wellington ratepayers.

7. Suitability of the northern turning point for turning.

WRRTA is concerned that the northern turning point is not safe for long or heavy vehicles especially as they will have to make a right turn onto this point and another right turn into the right lane of a downhill stream of traffic. It is probable that more than one truck may want to make this move at the same time which could result in queuing to use this extension road likely affecting on the smooth flow of traffic in the right lane of Centennial Highway. It will reduce safety for downhill road users as slower moving traffic will have to merge with the faster downhill traffic.

8. Access to bus park

WRRTA notes that currently there is a dedicated right turning lane from the Hutt Road into the NZ Bus Park South of the Kaiwharawhara (Ngaio Gorge) Road intersection. An assumption is made that if the raised median proceeds as planned this right turning lane will be removed and buses heading into or out of the bus park will have to travel to either the new roundabout on Aotea Quay or to northern turning point as well as other traffic.

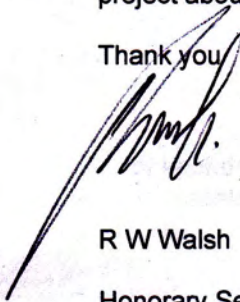
9. WRRTA suggestions

WRRTA offers the following suggestions to address the traffic issues raised as the reasons for the changes to the Hutt Road to Ngauranga road network.

- a) Remove the traffic lights at the Centennial Drive/Hutt Road intersection and replace them with a roundabout that is suitable for heavy vehicles, including HPMVs to negotiate.
- b) Impose a practical but uniform speed limit on the road between the rail overbridge on Centennial Highway to the proposed Aotea Quay roundabout. WRRTA suggests a uniform speed limit of 50Km/h would be suitable as it would not have a significant impact on travel time at off-peak times but would support a safer journey for all road users.

WRRTA look forward to further discussions with those responsible for the Let's Get Wellington Moving project about the matters raised in our submission.

Thank you



R W Walsh

Honorary Secretary

1 June 2021

Feedback

1593

NAME: Christine Murcott	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Thorndon Quay Proposal

Comments from Christine Murcott

26 May 2021

Owner: [REDACTED]
[REDACTED]

Again, another WCC document made available to residents, ratepayers and the general public without open questions provided for feedback. Loaded questions that sway the intent of the reply in favour of the already planned Thorndon Quay changes.

Again, like the WCC's recent Draft Spatial Plan you can be exact on matters that fall favourably towards the changes the Council wishes to implement and cleverly leave out pertinent information that would assist the citizens to give fully informed responses. The information provided for reading on the website states that Thorndon Quay will have between *approximately* 30,000 to 50,000 people pass through it each day. But we will see this is not the only number used in documentation. So exact are your measurements for carparks and trees, where FC, CC and DC cars, drainage vehicles and motorbikes are going to fit and yet you have been unable to give any accuracy to the numbers using the Quay each day at present or in the future. These numbers have already been refuted by, for example, Council staff such as John McSweeney, Place Planning Manager who attended the AGM of the Thorndon Society on 19 May 2021 and said these numbers were under review. It appears that at times agencies work together and at other times are totally ignorant of what each is planning e.g., WCC, NZTA, regional council etc. The general public are left with a plethora of conflicting projections.

Another number is stated in the printed information provided to the public that *within the next 30 years, another 130,000 to 200,000 people are forecasted to live in the Wellington Region*. These are all 'funny numbers'. No one puts a naming responsibility to these numbers. These numbers are inflated from the ones already refuted by the Place Planning Manager where another company has been brought in to try and give a 'reasonable' calculation of population growth not one developed by someone who has fallen down the 'Alice and Wonderland rabbit hole!'

With supposedly 10,000 bus passengers and up to 1,300 cyclists using Thorndon Quay each day WCC, NZTA and the regional council need to look to planning new routes in and out of the city. Thorndon Quay is part of the funnel for traffic entering and exiting the city – that is Thorndon Quay, The motorway flyover and Tinakori Road. All one on top of the other!

Should the crossroad from Tinakori Road onto Hutt Road or across Thorndon Quay from the bottom of Tinakori Road, across Thorndon Quay in the direction of the city have no formal traffic management, many an accident will occur. This is a very dangerous intersection.

Signalised crossings will create traffic banking on Thorndon Quay. At present the crossing from 191 Thorndon Quay across the road works efficiently. Multiple lights along the Quay activated at times for pedestrians crossing will create congestion, especially at peak hours. Not only would the traffic close to the lights have to stop but as NZTA well knows stopping at one part of a road would have a downward flow on effect to other traffic travelling in along Hutt Road and lower Thorndon Quay. This would simply create another bottle-neck of paused and stopped traffic.

Like the Draft Spatial Plan, you cannot predict need if you do not know what is being used at present. The Quay takes the flow of traffic it has now and into the future may continue to be quite adequate. Unless there are accurate numbers little effective planning can be concluded. Councillors and planners espouse the 'no vehicles in the CBD' plan, this would consequentially mean there will be a lower need for parks both in the CBD and close to it i.e., Thorndon Quay.

This plan will have immediate and negative impacts on businesses in Thorndon Quay. At present there are retail and wholesale providers on the Quay. Mechanics, plumbing, plaster, paint, and printers just to name a few. The ability to pick up ordered goods will be made more difficult as these workers are supplied by moving into diagonal parks and then on their way. The lessening of parks by 100's will impact both the access to shoppers and the ability of these businesses to get timely large-scale deliveries. Granted this only becomes congested parking at certain times of the day and certain days but this will still impact retailers in Thorndon Quay. Moving from diagonal to parallel parking takes the Quay back to what it was in early photographs of Thorndon (1932, 1949 Whites Aerial Photographs). Granted there was less traffic but parallel parking would hopefully be safer.

Thorndon Quay flows well at present. It copes with the flow of traffic in and out of the area at peak times. This proposed dividing the street up into many different lanes will do nothing but cause chaos and heighten risk for those using the Quay. One issue is the flow of cyclists using people powered bikes and those with electric bikes. This combination has its own hazards where the speed of electric bikes can become a danger to other cyclists. The average speed for an electric bike at present is 19-25 km per hour. The maximum speed can reach 40 km an hour. As bikes become more sophisticated this means bikes could be part of the traffic flow and not need their own lanes. It was suggested at the pop-in meeting at the Pipitea Marae I attended on 22 May that the speed along Thorndon Quay could very possibly be 40km moving to 30 km an hour closer to the CBD. Let cyclists become part of the traffic flow instead of expensive add-ons all over the city where lane development is recommended.

Thorndon Quay is a wide thoroughfare at present. Under the WCC proposal the road could be divided up into 7 different use areas (this is not taking into account the pavements on either side of the Quay). This narrows the central road lanes and places all sorts of obstacles in the way of traffic flow. Lanes are having to change their use during the day; sometimes bus lanes – then converted to parking for a time; swapping lanes and parking at other times of the day. This will employ the need for road/traffic management – an added cost to the roading system.

At present most of the parking from Davis Street down Thorndon Quay is diagonal. The parking from Davis Street to Moore Street on the Pipitea Marae side of the road is parallel parking. There is no question this traffic backing out of parks can be dangerous. Your pamphlet *Get Wellington Moving* p11 states *over 70% of crashes causing injuries to cyclists on Thorndon Quay are from the interaction with parked or parking vehicles*. Your literature is again loaded in favour of your own arguments. How many accidents were there exactly? Are you quoting accidents within a year and in which year? If a car is parked it is stationary and so there cannot be any interaction with cyclists. There is nothing to stop cars opening their doors or pulling out into lanes of traffic in any new plan. Cars could still open their door on the cycle-way side of the parallel park thus endangering a cyclist moving close to the outer edge of the cycle lane.

Trees are a possible nice to have but this narrows the road, requires maintenance (many parks are already neglected or given the barest of care and trees planted in many streets around the city have either died, or been vandalised resulting in their demise). Open spaces without hazards such as trees would be the preference.

With the removal of diagonal parking along Thorndon Quay some parkers will move to the nearest streets in Thorndon. Moturoa Street, Davis Street, Tinakori Road, Hobson Street, Hobson Crescent. This will occur particularly when there are events on at the stadium. There is 120 minute parking in a number of these streets; planned when the stadium was built to prevent parking problems for residents. This needs to be taken into account. There has been extremely poor traffic management, if any. Residents have had to take it upon themselves to ask cars to move from in front of garages and driveways.

There are four main traffic thoroughfares in and out of the city by car, bicycle, bus etc – Thorndon Quay, Tinakori Road, Aotea Quay and the motorway. All are precarious as they run close to a major fault line and Thorndon Quay sits on reclaimed land. The agencies involved in this planned change to Thorndon Quay need to look carefully at resilience and the effects of natural events on traffic flow. Commuters will block these thoroughfares as we have already seen in previous earthquake events. Natural events such as liquefaction are likely, depending on the size of the earthquake.

Wellington's aging infrastructure is a major issue for the city to deal with. What planning has been done to update aged piping that travels across Thorndon Flat, under Thorndon Quay, across the reclaimed railway land and to the harbour? A supposed upgrade to Thorndon Quay to utilise new bus lanes, cycleways, trees etc needs a sound infrastructure or the inconvenience of road works will cause congestion and frustration from potential users. The city has major infrastructure issues and it should be noted that this part of the city has some of the oldest infrastructure in Wellington.

P11 of your document *Let's Get Wellington Moving: Thorndon Quay and Hutt Road* – concentrating on Thorndon Quay under *Changes for people living, working or owning a business* states *the streetscapes will be improved to make it more pleasant to visit and spend time here*. This is rubbish and flies in the face of the propaganda written in the hardcopy document and information placed on the WCC website. Thorndon Quay is a light industrial/hardware supply area. There are a couple of cafes but other than that most people are targeted shoppers, minimal time spent. The front cover of the pamphlet *Let's Get Wellington Moving* states *'Transforming this busy retail precinct and gate way to the city*. Let's get things right. – it is **one** of the gateways to and from the city and it is by no means a busy retail precinct. It has particular emphasis on light industry supplies not 'retail therapy'.

Now if, as the Council's Draft Spatial Plan suggested, that Thorndon Quay become residential high rise this would bring more people to the area. But gone would be the shops and service operations – people would only be spending more time in Thorndon Quay entrancing or exiting apartments. This would increase the numbers of people who come to reside in the newly built cavern of high rises on the Quay which would create its own parking and congestion issues. Residents trying to get across lanes to get on their way to and from work for instance. The crossing of double yellow lines is ignored now and so it is a sure bet it will be in the future. This lessens the safety of all using the road. If this is what the WCC, NZTA and the regional council want then plan for it now. This appears to be one of the major problems to planning and to asking citizens to comment on proposals.

Organisations complete disparate planning; the planning that is done has unintended consequences; planning is driven from over inflated figures or figures that are inaccurate or not in line with each body undertaking planning. A fully integrated planning regime has by passed most of New Zealand. Planning from infrastructure development onwards is not seen often as it is overseas. Planning is ad hoc across agencies that are also having to deal with many different planning documents e.g., Spatial Plans, District Plans, Regional Plans, Long Term Plan, National Policy Statement on Urban Development to name several.

Cost seems not to factor into the documentation given to citizens. The reason given is probably that agencies don't know what would be finally developed. However, as a matter of responsibility and accountability to citizens agencies should be able to give estimates, after all it is tax payers and rate payers money that is going to be used to implement chosen designs. Any plan presented should also have an approximate cost associated with it. As ratepayers we are being asked to take the burden of higher rates and yet these plans do not have any estimated costs associated with them.

In the large amount of remedial and new building work banking up for the WCC and other agencies to deal with the extent of development on Thorndon Quay should be considered. Liam Hodgetts, Chief Planning Officer, WCC stated at the Thorndon Residents Association meeting on 20 May 2021 that only 40% of the 3 waters infrastructure is well documented in Wellington. This leaves a huge number of unknowns in terms of infrastructure status. What may be a Rolls Royce version of the new road development may not be economical at this time. A simplified plan may serve the city just as well. That is road lanes, cycle lanes and parallel parking. Plain and yet effective solutions.

Artists' impressions rarely match reality. The spatial reality is quite different from the pictures printed in your pamphlets and placed on the website. The building of such a scheme of lanes will cause extensive inconvenience over a reasonable period of time. WCC, NZTA and the regional council have a glowing record of never being able to build anything in time, within budget and to the specification approved. Basic professional and effective project management is lacking. Simply look at the projects undertaken over the last 5 years. Late, substandard and ineffective in the problems they are trying to fix.

Transmission gully

Island Bay cycle lane

Lyall Bay road remediation

Evans Bay breakwater/cycle lane

Basin Reserve/ Mt Victoria Tunnel

Melling interchange

Just to name a few. I would suggest considered reflection is required before more city roads are dug up and disruption caused for all citizens coming into contact with Thorndon Quay and Hutt Road.

Feedback

1594

NAME: Joshua Tan	SUBURB:	ON BEHALF OF: Wellington Chamber of Commerce	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

10 June 2021

Let's Get Wellington Moving
Transport Planning – Thorndon Quay & Hutt Road
PO Box 2199
Wellington 6140
via: tqhr@lgwm.nz

Re: Thorndon Quay & Hutt Road, Consultation Document

1. Executive Summary

- Overall, the Chamber is **supportive** of the proposals made by Let's Get Wellington Moving and believes there is merit in continuing the development of the project with advice from the business community.
- The Chamber **cannot fully support** the proposal at this point as there are several concerns and issues which will need to be solved before the project goes forward.

A summary of the Chamber's recommendations is listed here:

- The Chamber supports exploring the removal of all commuter (9+ hour) car parks and replacing these with customer (2 hour) car parks.
- LGWM need to continue discussions with business owners regarding the number of car parks available and to find compromises to ensure the business community is satisfied.
- LGWM, GWRC, and businesses need to discuss the opportunities with the car parking space underneath the State Highway 1 Overpass.
- LGWM needs to contact individual business submitters regarding issues with crash analysis data.
- LGWM should conduct a further study into the effectiveness of switching from angled to parallel car parking to the safety on the street.
- LGWM should conduct further study into safety concerns in relations to accessways and cycle lanes.
- LGWM must conduct an Economic Impact Analysis (EIA) and present the information to the business community before the proposal can continue.
- LGWM must have an economic lens on the proposal and understand the economic impacts it may have on the overarching economic strategy for the city and the region.
- LGWM should keep in mind the cost of doing business and the disruption future construction on the streets will cause.
- LGWM needs to ensure a communication plan is put in place well in advance of work taking place, with regular updates of closures, progress, and delays. This should include email newsletters, door-knocking, and open lines of communication for feedback and complaints.
- LGWM must re-think its proposal for a median barrier on Hutt Road.

2. About the Chamber

The Wellington Chamber of Commerce (the Chamber) has been the voice of business in the Wellington region for 165 years since 1856 and advocates for policies that reflect the interest of Wellington's business community, in both the city and region and the development of the Wellington economy as a whole. The Chamber is accredited through the New Zealand Chamber of Commerce network and as part of our wider organisation is also one of the four regional organisations of BusinessNZ.

Through our three membership brands, the Wellington Chamber of Commerce, Business Central and ExportNZ, our organisation represents around 3,500 businesses across the central and lower North Island. In Wellington, our organisation represents over 1,300 business and organisation, accounting for 50,000. Our organisation is one of the four regional organisations that make up the Business New Zealand family and is also accredited through the New Zealand Chambers of Commerce network.

The Chamber has worked closely with Let's Get Wellington Moving (LGWM) since 2017 to ensure Wellington's business community is consulted on the changes proposed through the LGWM work programme. Our advocacy remains consistent, and we continue to play a constructive role in the future development of Wellington's transport infrastructure.

3. Introduction

The Chamber would like to thank LGWM for the opportunity to submit on the *Thorndon Quay & Hutt Road Consultation Document*. As our residents and businesses are well aware, Wellington faces numerous challenges as it continues to grow into a major city, including our roading and transport infrastructure. We are in full support of Let's Get Wellington Moving's goal to support the growth of the city and to make it easier and safer to get around.

Thorndon Quay & Hutt Road are a vital link in and out of Wellington City and is an important business district for several key industries. The Thorndon Quay & Hutt Road business communities must play an active part in developing the proposal and are listened to regarding the possible effect any changes may have on their ability to conduct business. We trust that the comments and criticisms from the business community will be given their due weight.

4. Chamber Position

Overall, the Chamber is **supportive** of the proposals made by Let's Get Wellington Moving. However, the Chamber **cannot fully support** the proposal at this point as there are several concerns and issues which will need to be solved before the project goes forward. Our organisation believes there is merit in continuing to develop the plan with advice from the Thorndon Quay & Hutt Road business community.

The below issues can be summarised by two key principles. The first is to **do it once and do it right** and asks LGWM to ensure they do not cause more disruption than is required. The second principle is **justification and evidence**. We want LGWM to be able to justify that their decisions will make a positive change for safety on the streets, and businesses in the area.

We look forward to continuing our discussion with LGWM regarding this proposal and future projects.

5. [Key Issues to Address](#)

5.1. Customer Parking Priority

5.1.1 [Thorndon Quay](#)

Parking availability on Thorndon Quay and Hutt Road is the concern most raised in our engagement with the business community. The area is mostly destination businesses – meaning customers will intentionally travel to specific businesses in the area to do business, rather than the casual customers that will commute to the area for a day's shopping.

The reduction in the number of car parks on Thorndon Quay, from 382 car parks available to at least 100 available at all times (and at least 220 during off-peak traffic) is a significant decrease. Businesses in the area are dependent on customers travelling by car and are wary of any attempt to reduce the number of car parks outside their businesses. For these businesses, car parks can be a matter of survival and livelihoods, and LGWM needs to ensure that this is taken into consideration.

We appreciate the good level of detail and car parking data given with the proposal, and while this may justify a significant decrease in the number of car parks that need to be available at any one time, LGWM still needs to take into account the first-hand experience on the ground. For both business owners and customers, this issue can be about perceptions and what they perceive in regards to car parking.

Regardless of the evidence presented, one business owner remarked that;

“Looking from our office window this Friday afternoon – Customers wishing to visit our showroom or other businesses, have nowhere to park as all [the] spaces are taken.”

Business owners attribute part of the problem to the number of “all-day” commuter car parks on the Quay. While the car parking data shows that very few of the parks are used for the duration of the day, they can be perceived to take up much of the space and not contribute business to the area.

While the proposal would remove many of the commuter (9+ hours) parking spaces, the Chamber would support the remaining spaces becoming customer (2 hour) car parks, focused on supporting the local business community.

The Chamber would support this as part of a compromise for the removal of other customer car parks along the route with the transition to parallel parking. Commuter car parks are a perception issue for

the business community as these users often do not shop or conduct business in the immediate area. The intention of LGWM in this area should be to target commuter traffic and habits. Replacing long-term car parks with customer parking would hopefully encourage Wellingtonians to use public or active means of transport while not deterring customers to the businesses in the area.

Recommendation: The Chamber supports exploring the removal of all commuter (9+ hour) car parks and replacing these with customer (2 hour) car parks.

Recommendation: LGWM needs to continue discussions with business owners regarding the number of car parks available and to find compromises to ensure the business community is satisfied.

5.1.2 State Highway 1 Overpass

Several businesses raised issues around the bus recharging station underneath the State Highway 1 overpass. One business remarked;

“With the reduction of car parks due to the proposed move from angle to parallel parking, why is the bus company being allowed to use an existing lease parking space when the number of car parks are being reduced already.”

With the proposed reduction in on-street car parks, they are questioning why Greater Wellington Regional Council has taken over the available space. Allowing the space to be used by businesses and customers as a car parking space would also work as a compromise with business, should on-street car parks be removed.

Recommendation: LGWM, GWRC, and businesses need to discuss the opportunities with the car parking space underneath the State Highway 1 Overpass.

5.1.3 Hutt Road

While the number of car parks on Hutt Road are unlikely to be affected by a peak times bus lane, it is worth outlining that on-street parking is critical for these businesses, especially for the businesses on the Northbound-side of the street, as they are destination businesses without their own parking facilities. One business owner located here said;

“Our part of Hutt Road travelling north is entirely populated by businesses who rely on parking being available... If we were to lose parking on the northbound lane, even just in rush hour, this would severely compromise our ability to operate our businesses.”

While the proposal does not include any changes to the Northbound on-street car parks, there would be significant pushback should changes be made and the removal of car parks be put forward.

5.2. Make it Safer for All

5.2.1 Crash Data Analysis

Improving the safety of everyone on the street is, rightly, a high priority of the overall project. The Chamber understands that several businesses in the area have raised issues with the crash analysis data. As our organisation is not an expert in road safety, the Chamber do not wish to comment on this issue. We do, however, believe businesses' concerns with the project need to be identified early and addressed. The Chamber encourages LGWM to investigate these concerns further.

The onus is also on LGWM to justify the change from angled car parks to parallel car parks in the context of making a difference and improving safety for everyone on Thorndon Quay. While a simple Google search can bring up a number of results around the world showing safety improvements where the change has occurred, we need to ensure a full understanding of the effects on Thorndon Quay, specifically, to invalidate any claims against the safety improvements.

Recommendation: LGWM needs to contact individual business submitters regarding issues with crash analysis data.

Recommendation: LGWM should conduct a further study into the effectiveness of switching from angled to parallel car parking to the safety on the street.

5.2.2 Accessways

There are also concerns from businesses regarding accessways and access to businesses. There are 90 access ways on Thorndon Quay, businesses on the Quay and Hutt Road are not just shop fronts, but many are also warehouses, showrooms, and storage facilities. These businesses need access for delivery vehicles and their own vehicles, some of which enter and exit the business multiple times a day.

In our consultation with businesses on the Quay, some raised their concerns regarding the cycleways and their closeness to business accessways. The view is that the angled parking gave vehicles exiting accessways some time to look out for cyclists and to avoid possible collisions. With the cycle lane proposed to be in between accessways and parallel car parks, the concern is that drivers will not have adequate time to check for on-coming cyclists from both sides of the road, as well as on-coming traffic.

LGWM needs to conduct further analysis and study on the effectiveness of the cycleway and where it is placed on Thorndon Quay in particular. A simple, but effective case study down the road is the relationship between Waitomo Petrol Station, the cycle lane, and Hutt Road. The cycle lane there may solve a number of issues but raises its own issue with drivers turning into and out of the petrol station having to watch for on-coming traffic, as well as cyclists and pedestrians coming from both directions.

Recommendation: LGWM should conduct further study into safety concerns in relations to accessways and cycle lanes.

5.3. Make Sure It Is Fit for Purpose

5.3.1 Economic Impact Statement

The Chamber is concerned that no economic impact analysis (EIA) has been completed for the Thorndon Quay & Hutt Road proposal. While we understand this is an initial consultation document, the proposal put forward completely transforms the area. How can businesses and residents confidently back the proposal if there is no assessment of the future impact on their businesses and livelihoods?

The business community in the area have an estimated rateable value of \$500 million, if this was to change for better or worse, this would have a significant impact on business values, rates intake by the Council, and the economic growth of the area.

The business community (especially the small business community) can be risk-averse with changes to their business environment, especially when the appropriate information regarding the changes is not given to the community. This also speaks to the need to justify and show the changes proposed, will make a real difference – not just to the safety on the street, but also to the economic development of the area.

The Chamber recommends that an EIA be completed before the proposal moves ahead. The Chamber will not be able to fully support the project unless there is an EIA completed with a positive outcome for the local business community.

Recommendation: LGWM must conduct an Economic Impact Analysis (EIA) and present the information to the business community before the proposal can continue.

5.3.2 Integration into Future Planning for the City

The Chamber must question how LGWM's proposal for Thorndon Quay & Hutt Road will be integrated into the wider Wellington economic development strategy, urban development plan, and spatial plan, and whether the LGWM team have discussed the bigger picture around Thorndon Quay & Hutt Road with other city officials.

LGWM must work with the business community to ensure the proposal is developed further and is fit for purpose for the economic development of the city. As mentioned above regarding safety, LGWM must be able to effectively justify the proposal in terms of economic development and benefit to the local business community.

Whenever there is a new development proposed, we must all ask ourselves; *what is the economic benefit and does the project aim to grow the Wellington economy*. If those questions cannot be answered, or if they do not fit within the economic strategy of the city, then they should not progress.

Recommendation: LGWM must have an economic lens on the proposal and understand the economic impacts it may have on the overarching economic strategy for the city and the region.

5.3.3 Rising Cost of Doing Business in the City

In their feedback to the Chamber, some businesses in the area expressed their concerns regarding the overall rising cost of doing business, this includes the recently announced 13.5 per cent increase to general rates. For the commercial sector, this increase is exacerbated by the 3.25 multiplier on the general rate they have to pay as the commercial rate. On top of the commercial rate is the contribution these businesses make through the downtown levy, and the 7:1 targeted rate paid to Greater Wellington Regional Council for public transport.

As well as the rising overheads and day-to-day business costs, buildings are undergoing earthquake re-strengthening and climate change-conscious developments at considerable cost to their owners. These investments are at the request of Wellington City Council, one of the LGWM partners.

While the cost of doing business is out of scope for LGWM, it is worth the team considering the current climate that many businesses are currently operating in. Costs continue to build up for businesses, and at times it can feel unrelenting. The last thing businesses in the Thorndon Quay & Hutt Road areas need is a physical disruption to business, especially if they perceive that disruption to lead to negative outcomes with the changes made.

Recommendation: LGWM should keep in mind the cost of doing business and the disruption future construction on the streets will cause.

5.4. Do It Once, Do It Right

5.4.1 Disruption to Business

As we mentioned above, construction disruptions can be incredibly detrimental to businesses in the immediate area, especially if the construction is not communicated properly or is strung out with delays.

Big picture projects like this one can easily go wrong when small details are missed. A prime example of this problem is the City Rail Link (CRL) currently under construction in Auckland's Central Business District. The issue here has become serious with businesses, without customers, requesting financial relief, and yet still struggling to survive.

An example closer to home, that the Chamber became involved in, was the Dixon-Willis Street pipe burst in 2019. The pipe burst caused a key intersection and parts of upper Dixon and Willis streets to close for several months. Wellingtonians had assumed that the businesses in the surrounding area were closed and due to the disruptions, avoided the area.

We need to ensure that any final decision on Thorndon Quay & Hutt Road is supported by the local business community, the plan is well communicated, and disruptions to business are kept to a minimum.

Recommendation: LGWM needs to ensure a communication plan is put in place well in advance of work taking place, with regular updates of closures, progress, and delays. This should include email newsletters, door-knocking, and open lines of communication for feedback and complaints.

5.4.2 Median Barriers on Hutt Road, North of Aotea

While LGWM is aware of the issues with including a median barrier on Hutt Road, North of Aotea Quay, it is worth raising the concerns of several businesses with this proposal.

There are a number of businesses on either side of Hutt Road that depend on customers coming from both North and South. Raising a median barrier to block vehicles turning right into and out of business premises would add a significant amount of travel time for customers, deliveries, and businesses.

One business said that a vehicle travelling Northbound and wanting to get to their business would need to add an extra 4 kilometres to their journey (2.1kms to the nearest turning point). Vehicles travelling Southbound would have to travel an extra 3 kilometres when returning from this business. 500 vehicles on average visit this place of business, so this proposal would add an extra 1000+ unnecessary kilometres on an already busy road, and this is just one example.

This issue must be addressed and solved with the business community in mind. Much of the business case from Thorndon Quay & Hutt Road is built around safety precautions, which is a principled goal, however, LGWM must ensure that there is also logical travel planning included in their problem-solving. Thousands of customers, employees, delivery vehicles visit the businesses along this route each day. Lengthening travel or adding in delays can dissuade customers, increase transportation costs, and increase the amount of emissions emitted.

Recommendation: LGWM must re-think its proposal for a median barrier on Hutt Road.

5.4.3 Hutt Road Pathway

The Chamber is concerned that the LGWM team is consulting on changes to Hutt Road, not even two years on from the completion of the Hutt Road Pathway, and with roadworks due to start again in 2022. Roadworks cause massive disruption to businesses, and for WCC and LGWM to return to rip up the road yet again is a costly lesson in infrastructure planning and foresight.

The Chamber must ask why the project is essentially being done twice over within the space of a few years and how can businesses in the area have confidence in WCC and LGWM when they are having to do so?

The Hutt Road Pathway issue is a clear example of what LGWM cannot do in the future. If the LGWM team wants businesses to be confident in LGWM and their planning, they must have the foresight to do a project once and to do it right the first time.

6. Conclusion

The above submission can be summarised by two key principles. The first is to **do it once and do it right** and asks LGWM to ensure they do not cause more disruption than is required. The second principle is **justification and evidence**, we want LGWM to be able to justify that their decisions will make a positive change for safety on the streets and businesses in the area.

Overall, the Chamber is encouraged by the proposal for Thorndon Quay & Hutt Road, made by LGWM. However, several significant issues must be addressed before the Chamber can support the programme, specifically concerning the justification and evidence provided for the proposal.

Our organisation, however, believes LGWM are moving in the right direction in this proposal and is attempting to improve efforts to engage with commercial stakeholders in the city. To move this proposal forward with support from the Wellington Chamber, LGWM must respond to our recommendations and continue their work engaging with the local businesses that will be directly affected by the proposed changes.

We would like to thank Let's Get Wellington Moving for the opportunity to submit the proposed changes, we look forward to continuing our engagement with your organisation to the benefit of Wellington.

Nāku iti noa, nā



Simon Arcus
Chief Executive
Wellington Chamber of Commerce

Feedback

1595

NAME: Dale Scott	SUBURB:	ON BEHALF OF: Thorndon Quay Collective	ORAL SUBMISSION YES
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

THORNDON QUAY COLLECTIVE

— SUBMISSION —

RE: WCC'S PROPOSAL TO CONVERT ALL THORNDON
QUAY ANGLE PARKING TO PARALLEL PARKING

10 JUNE 2020
(as per agreed extension)



OUR SUBMISSION

Overview

- 4 Part I: Our Neighbourhood
- 5 Part II: Legal Framework
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 - Social and economic impacts
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- 13 Part IV: Concluding Remarks

OVERVIEW

Thorndon Quay Collective (TQC) was recently established by group of Thorndon Quay community members in response to Lets Get Wellington Moving (“LGWM”) and the Wellington City Council (WCC’s) abject failure to account for the significant adverse impacts that two major roading infrastructure changes will have on our community.

The first of these two changes is WCC’s proposal to convert all angled parking located along Thorndon Quay to parallel parking, thereby reducing total parking capacity along Thorndon Quay by up to 78 per cent once LGWM’s proposal to impose a 4-6pm clear way (northbound along the western side of Thorndon Quay) is also factored in.

As a group we represent a broad plurality of community interests as expressed by a diverse array of business owners, day care and dance school operators, customers, building owners and others. Collectively we represent a significant amount of Thorndon Quay community stakeholders. We expect that over the coming weeks this number will also grow to include the majority of the community.

The purpose of this submission is to put forward a single group submission that represents the shared interests of our members and more importantly the wider Thorndon Quay community (based on the broad engagement we have carried out over the last three weeks).

PART I: OUR NEIGHBOURHOOD

Like many urban communities within Central Wellington, Thorndon Quay ("TQ") has organically evolved into a distinct neighbourhood and economic precinct, which makes a valuable contribution to the social, cultural, and economic fabric of Wellington.

Composition and character of the Thorndon Quay community

TQ is more than an arterial road/thoroughfare that connects Wellington City to its northern suburbs and beyond, it is home to a well established urban community that made up of:

Businesses and retailers: in particular, it has become the city's primary and most proximate precinct of architectural, interior design, textile, furniture, specialist appliance, engineering and like "design/home trade businesses".*

Daycare, dance, yoga, churches and fitness centers: the area is also home to these larger format social and cultural institutions, which make a significant contribution to immediate and surrounding community "large format community organisations";

Customers (trade and retail) and families: most of whom unavoidably rely on private vehicles to access the various businesses and community organisations.

Offices: occupied by businesses that would otherwise not be able to afford office space within the central city area.

Cafes: including iconic cafes like Bordeaux Bakery and Le Marché Français.



Urban residents: who occupy various multi-story apartment buildings along TQ.

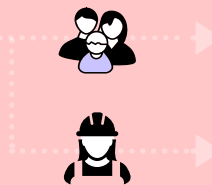
Building owners: who have invested significant amounts of capital strengthening and upgrading their buildings in order to retain (as tenants) the various businesses and organisations noted above, which TQ community is comprised of.

*While other large format retail precincts exist (e.g. Lyall Bay and Tory Street) TQ is the only area that hosts a concentration of such home, architecture, interior design, appliance and like outlets (subject to parts of Hutt Road/Hutt Road adjacent locations which are essentially an extension of the TQ precinct). As such, it performs a unique function for Wellington City.

REASON FOR THORNDON QUAY'S SUCCESS

Two variables are responsible for TQ becoming the central city's primary precinct/district for such "design/home trade businesses" and home to numerous important community organisations:

-  Availability of affordable large floor-plate leasehold space, which is proximate to the central city and nearby suburbs where most customers/members are based.
-  Ease of vehicle access and reliable availability of affordable parking proximate to the above businesses and community organisations.



UNAVOIDABLE RELIANCE ON VEHICLES

In the immediate to medium term, the commercial viability of most TQ businesses hinges on retaining readily available vehicle access and parking, because the:

- **Size or volume of goods sold** require a vehicle to transport them away (e.g. beds, furniture and home ware, hifi, lighting, carpet, paint, plumbing, kitchen and like trade supplies, and sports equipment).
- **Type of services provided** (e.g. mechanics, electricians, engineers, wood and steel fabricators and like services) rely on vehicle access and parking for customers, as well as incoming and outgoing trade and supply vehicles (inc a significant number of tenants who rely on fleet vehicles to operate).

Most parents can not avoid having to rely on vehicles to get their children to daycare or dance school safely (e.g. as e-bike, walking and public transport are typically not viable options). Similarly many families and older visitors rely on vehicles to visit the two churches, cafes and other eateries located on TQ.

PART II: LEGAL FRAMEWORK

Given the extent of the procedural failings that the proposed angle to parallel parking decision making process is now subject to, we have set out a summary of the legal framework that WCC is obligated to follow:

LOCAL GOVERNMENT ACT 2002 (LGA) RELEVANT PROVISIONS

WCC's proposed changes entail removing 47% of total car parks on TQ. During the hours of LGWM's proposed 4-6pm clearway this increases to a 78% reduction. This quite clearly constitutes a significant decision that engages sections 77, 78, 80, 81, and 82 of the LGA. Given their relevance, this submission sets out a truncated summary of the most relevant provisions from these sections before addressing the procedural impropriety issues in full:

See page 7 which summarises breach of this requirement, and how the extent of the breach was largely due to a complete failure to seek out the social, cultural and economic impact it would have on the local TQ community.

See page 7 which summarises WCC and LGWM's abject failure to consider alternative options. This failure in part stems from Waka Kotahi's fundamentally flawed safety review.

In breach of section 82A(2)(b) of the LGA no analysis of reasonably practicable options (i.e. alternative measures to wholesale conversion of all angled parking put forward.

76 Decision making

- (1) Every local authority decision must be made in accordance with sections 77, 78, 80, 81, and 82.
- ...
- (3) A local authority—
 - (a) must ensure that its decision-making processes promote compliance with subsection (1) above; and
 - (b) in the case of a significant decision, must ensure, before the decision is made, that subsection (1) has been appropriately observed.

The decision in question meets this threshold

See pages 9 to 12 where the scope and consequences of the proposed carparking decision are summarised.

77 Requirements in relation to decisions

- (1) A local authority must, in the course of the decision-making process,—
 - (a) seek to identify all reasonably practicable options for achieving the objective of a decision; and
 - (b) assess the options in terms of their advantages and disadvantages; and
 - (c) ...
- (2) This section is subject to section 79.

78 Community views in relation to decisions

- (1) A local authority must, in the course of its decision-making process in relation to a matter, give consideration to the views and preferences of persons likely to be affected by, or to have an interest in, the matter.

79 Compliance with procedures in relation to decisions

- (1) It is the responsibility of a local authority to make, in its discretion, judgments—
 - (a) about how to achieve compliance with sections 77 and 78 that is largely in proportion to the significance of the matters affected by the decision as determined in accordance with the policy under section 76AA; and

Gross failure to consult

See page 7 which outlines the extent to which WCC and LGWM failed to seek out and account for the views of those most affected.



Affect on the TQ community

See page 7 to 8 which outlines how WCC and LGWM failed to seek out and account for the significant social, economic, environmental and safety adverse effects the proposed change would bring about

79 Compliance with procedures in relation to decisions (cont'd)

....

(b) about, in particular,—

- (i) the extent to which different options are to be identified and assessed; and
- (ii) the degree to which benefits and costs are to be quantified; and
- (iii) the extent and detail of the information to be considered; and
- (iv) ...

(2) In making judgments under subsection (1), a local authority must have regard to the significance of all relevant matters and, in addition, to—

- (a) the principles set out in section 14; and
- (b) the extent of the local authority's resources; and
- (c) the extent to which the nature of a decision, or the circumstances in which a decision is taken, allow the local authority scope and opportunity to consider a range of options or the views and preferences of other persons.

...

Data pertinent to veracity of safety claims withheld by WCC and LGWM

Validity of the decision to convert parking hinges on the accuracy of this data. As such, it should have been disclosed promptly. Some data is still being withheld.

This included relevant explanatory material underpinning WCC's pre-existing decision that TQ was unsafe for cyclists and why (relevant to section 82(1)(f)).

Note also section 82A(2)(b) requirement also breached. See page 7.

Claimed "prior engagement" failed to adequately disclose its purpose

See page 7, which sets out how a full and clear description of the scale and extent of the proposed parking change was never provided at or prior to the time when WCC and LGWM claims to have sought the views of the TQ community.

Pre-determination

The proposed parking changes have been presented as a fait accompli. This is also corroborated by refusal to acknowledge that the Waka Kotahi safety report data may be inaccurate, incorrect and unreliable.

Gross failure to provide a reasonable opportunity to comment

See pages 9 to 12 which outline the significance and complexity of the proposed change, and why the current opportunity to consult is woefully inadequate (i.e. not commensurate with the scale of the impact and complexity of the issues to be consulted on).

Summary of relevant section 14 LGA decision making principles: a local authority should—

Conduct its business in an open, transparent, and democratically accountable manner;

Make itself aware of, and should have regard to, the views of all of its communities;

When making a decision, take account of: (i) the diversity of the community, and community's interests; and (ii) interests of future and current communities; and the likely impact of any decision on each aspect of well-being referred to in section 10 (i.e. social, economic, environmental, and cultural well-being of communities)

In taking a sustainable development approach, a local authority should take into account: (i) the social, economic, and cultural well-being of people and communities; and (ii) the need to maintain and enhance the quality of the environment; and (iii) the reasonably foreseeable needs of future generations

82 Principles of consultation

(1) Consultation that a local authority undertakes in relation to any decision or other matter must be undertaken, subject to subsections (3) to (5), in accordance with the following principles:

- (a) persons who will or may be affected by, or have an interest in, the decision should be provided with reasonable access to relevant information ...
- (b) ...
- (c) persons who are invited or encouraged to present their views to the local authority should be given clear information by the local authority concerning the purpose of the consultation and the scope of the decisions to be taken following the consideration of views presented:
- (d) persons who wish to have their views on the decision or matter considered by the local authority should be provided by the local authority with a reasonable opportunity to present those views to the local authority in a manner and format that is appropriate...
- (e) the views presented to the local authority should be received by the local authority with an open mind and should be given by the local authority, in making a decision, due consideration:
- (f) persons who present views ... should have access to a clear record or description of relevant decisions made by the local authority and explanatory material relating to the decisions, which may include, for example, reports relating to the matter that were considered before the decisions were made.

(3) The principles set out in subsection (1) are, subject to subsections (4) and (5), to be observed by a local authority in such manner as the local authority considers, in its discretion, to be appropriate in any particular instance.

(4) A local authority must, in exercising its discretion under subsection (3), have regard to—

- (a) the requirements of section 78; and
- (b) the extent to which the current views and preferences of persons who will or may be affected by, or have an interest in, the decision or matter are known to the local authority; and
- (c) the nature and significance of the decision or matter, including its likely impact from the perspective of the persons who will or may be affected by, or have an interest in, the decision or matter; and
- (d) ...; and
- (e) the costs and benefits of any consultation process or procedure.

(5) ...

PART III: PROCEDURAL IMPROPRIETY

The consultation process associated with the proposed angled to parallel parking change (set out below) is fatally compromised by failure to observe basic principles of natural justice and the LGA process:

- **2015 and 2017 several instances of consultation re: how TQ may be improved generally is undertaken in a sporadic/non-systematic manner.**

At no point was any person asked to respond to the parking proposal this submission relates to, nor was information required to provide an informed response. Any views expressed at this time would now also be unsafe to rely on given the passage of time, changes in the composition of businesses and TQ community members.

- **No consultation is undertaken in respect of assessing the various long and short list options for improving TQ and Hutt Road -**

Refer page 12 of the Thorndon Quay Hutt Road: Long List to Short List Options Report, which goes on to note that in place of consultation:

It was however possible to examine the previous consultation for the corridor recently undertaken for other studies and projects, predominantly undertaken by Wellington City Council.

This report went on to summarise **transport** considerations only, which were derived from previous consultation events unrelated to the current proposal.

- **Single “virtual workshop” held on May 28 2020 during Alert Level 2.**

Various stakeholders attended, however most TQ community members were not made aware of this workshop and thus were unable to participate. Again, all of the views noted in the consultation summary exclusively relate to transport considerations.

- **Late May 2020 public engagement via “social pinpoint” digital platform:**

Public could tag a map of the area with their views. Parking changes in question still not put forward with underlying information needed to allow for informed consultation.

- **21 May 2021 3.5 week consultation period for TQ proposed changes**

WCC and LGWM provide 3.5 weeks to comment on the proposed TQ changes that the angled to parallel park changes form a part of. This is the first time this parking change is put to the TQ community for consultation.

No opportunity to provide informed feedback on the current proposal:

Engagement was not for the purpose of assessing the effects and merits of the current proposal to change angled parking to parallel parking (see LGA 82(1)(c)). Rather, it was more in the nature of a “blue sky thinking” exercise in respect of the future of TQ. No access to information relevant to the proposed parking changes provided (see LGA 82(1)(a)). Section 78 of LGA therefore cannot because we do not know what interests are affected.

No opportunity to comment on advantages/disadvantages of each option

TQ community has no opportunity to express their views re: the economic, social and cultural trade-offs that each option put forward for improving safety along TQ give rise to. Only the cyclist, bus and other transport stakeholder views are taken into account (e.g. as a result of the cyclist petition which initiated this change). This fatally compromises WCC’s ability to comply with LGA s 77(1)(a) and (b) as well as s 78. It is also in breach of the LGA’s s 14 decision making principles summarised on page 6 of this submission as well as various s 82 principles of consultation.

Given the significance of the the likely social, cultural and economic impacts on TQ community members, this failure is especially fatal to the viability of the current concept design to which this submission relates.

No reasonable opportunity to provide informed comment

Given the significance and complexity of the various economic and social impacts that the proposed changes will have on TQ community members (see page [X] below), and the number of stakeholders in attendance, this format of consultation was not able to extract the necessary views of TQ residents in a reliable and fulsome manner.

Furthermore, the meeting was not about the current proposed car park changes. The safety data information required to provide informed feedback was also not available, nor was there any meaningful opportunity to prepare and provide informed feedback as to the economic and social impacts that the current proposed parking changes would cause.

No reasonable opportunity to provide informed comment

This represents the first concrete proposal of the proposed parking changes. However, it comes AFTER the LGWM options for improving cycle safety along TQ have been selected.

In the last 3.5 weeks we have had to liaise with dozens of stakeholders from the TQ community, lobby WCC and LGWM to release safety information pertinent to our ability to provide informed feedback, and begin to assess (from scratch) the likely social and cultural impact that the proposed change will have. The requested safety data was begrudgingly provided on 3 June 2021 (i.e. nearly three weeks into the consultation period).

This in essence robs us of any meaningful ability to co-design the ultimate solution and ensure that social and economic impacts are properly taken into account as part of the assessment of all reasonably practicable options for achieving WCC’s improved objective, and the advantages/disadvantages of each from the social and economic impact perspective.

PART III: PROCEDURAL IMPROPRIETY CONT'D

The above summary of the consultation process followed by WCC and LGWM make it abundantly clear that:

- No effort has been made to identify, understand and adequately take into account, the social and economic impacts that the proposed parking changes will have on those who actually live, work, trade and own property within the affected area (i.e. on or near TQ) - i.e. "persons likely to be affected by, or to have an interest in, the matter" as defined by section 79 of the LGA.
- Cycling interests groups, Bus operators and Waka Kotahi's views have been considered at length, whereas TQ community members (whom are most affected by the proposed change) have been comparatively excluded from the consultation process. As such, the views and preferences of all persons who are affected by, or have an interest in, the matter have not been considered on equal footing.
- Light touch approach to consultation is grossly out of proportion with the nature and significance of the proposed changes, particularly when one looks at the adverse economic impact they will have on: (i) the \$324,000,000 of real estate, 164 businesses and 3000 jobs located on TQ (see page 11 to 12); and, (ii) safety and accessibility for families and children accessing community organisations like child care centers, dance studio and churches also located along TQ.
- Selection of the current proposal as the best means of addressing the safety objective (which WCC state is the sole reason for the proposed parking change) has not been scrutinised by TQ community members nor reconciled against the economic and social disadvantages it gives rise to.
- The consultation process as a whole is in breach of virtually all of the section 14 LGA decision making principles and section 82 principles of consultation set out on page 6 above. The cumulative effect of the above thereby places WCCAs in clear breach of its section 78 and 79 LGA obligations.

PART IV: FACTUAL ERRORS

In reviewing material provided, we have identified a number of significant factual errors associated with critical elements of WCC's proposal to change all angled parking to parallel parking.

The attached report prepared by Tailrisk Economics addresses the cycle safety, cost/benefit errors in full. The remaining factual errors identified are based on our assessment of the various documents provided by LGWM.

Importance of WCC's cycle safety assumptions to the overall decision

WCC and LGWM senior representatives had stated to us directly in no uncertain terms that the proposal to convert all TQ angled parks parallel parks is driven by two things:

A petition signed by 300+ cyclists: which states the petition members "feel unsafe" when cycling along TQ, because they have an untested belief that the angled parking presents a safety hazard; and

Waka Kotahi's safety audit findings, which claim that the TQ angle parks represent an unacceptable risk to the health and safety of cyclists, particularly when considered in the context of expected increase in the number of cyclists using the TQ corridor over the coming years.

No other rationale is put forward to justify the changes. Furthermore both LGWM and WCC representatives have also expressed that political pressure was another primary driver behind this proposal. As Tailrisk's attached report astutely highlights at page 11:

The NZTA audit report and the Council's response puts the Council's proposals on parking changes in context. The Council officers appear anxious to comply with what is almost an edict from the NZTA to get rid of angled parking.

Enter WCC's cycle safety factual errors

Rather than restate Tailrisk's report in full, the most salient safety related factual errors that undermine WCC's proposed change are as follows:

1. **The cyclist accident rate associated with PARALLEL parks is significantly higher than ANGLED parks:**

See page 15 of Tailrisk's report and in particular Table 2 and the following findings on page 2, which provide:

Parallel parking more hazardous for cyclists than angled parking

A recent Council study showed only one cycling accident due to a car reversing from an angled park in ten years. Due to the increased risk to cyclists from opening car doors, the risk from a parallel park is slightly higher than an angled park.

Risk to all road users lower with angled parks.

The Council's evidence shows that the incidence of accidents for all road users was 0.039, per park, over 10 years. *The rate for parallel parks was 82 percent higher at .071.*

As Tailrisk's report also demonstrates, WCC and Waka Kotahi's conclusion (that angled parks have a higher accident rate compared to parallel parks) is the product of a demonstrably flawed analysis of data.

2. **Most cycle accidents occurs in morning commuting hours when the clearway is in operation and the vast majority of cyclists are heading southbound:**

13 of the 21 cycle accidents that NZTA's Crash Analysis System (CAS) records as occurring on TQ, took place in the morning hours when the South bound clearway was operating. As most cyclists are heading southbound at this time on the east side of TQ where fewer angled parks are located, there is no logical reason to attribute these accidents to angle parking configurations. Only 7 of the accidents took place when cyclists are most likely to be negotiating cars in angled parking.

3. **Only one accident in the last 10 years involved a car exiting an angled park**

See Table two: Accident rates by car park type on page 15 of Tailrisk's report.

4. **Waka Kotahi and WCC assume all cycle accidents involving vehicles are primarily caused by the vehicle and/or the angle parking configuration.**

As point 2 above suggests, cyclist behavior (including speed and inattention) are likely the dominant cause of most TQ accidents. Note for example that the only cycle accident that led to serious injury was caused by a cyclist failing to give way to a pedestrian (see page 4 of Tailrisk's report).

5. *Despite the increase in cyclists over the last 5 years “The injury crash rate fell from about 2.3 to 1.3 per kilometer of road per year over the five years”*

See page 3 of Tailrisk’s report. This runs counter to any argument that angle parks nonetheless must be removed to account for future anticipated cyclist numbers.

WCC’s Cost/benefit factual errors

WCC further justifies the cycle safety improvements that it erroneously infers from the relevant data by asserting that the resulting increase in safety brought about by changing all angle parks to parallel parking will save \$1.7 million over ten years. Tailrisk’s report also robustly assessed WCC’s flawed cost/benefit analysis and in doing so identified that:

There is only the slightest impact on the number of accidents, which fell from 18.5 every ten years to 18.4. That is, there would be one less accident every one hundred years. As a consequence the social savings are very small at around \$570 a year. As the social and economic costs of the conversion will inevitably be a very large order of magnitude greater than the benefits there is no justification for a rushed conversion to parallel parking at this point.

The above finding is also completely at odds with the WCC claim that converting angled parking to parallel parking would save \$1.7 million over 10 years.

Even if Tailrisk’s correct assessment of WCC and Waka Kotahi’s data were wrong, we struggle to see how the average ACC recorded cost per cycling accident of \$1,800 can somehow balloon to \$1.7 million in savings over 10 years when only 21 cycle accidents have occurred on TQ between 2011 and 2021. This is especially difficult to accept when one considers the following extract from the “Thorndon Quay Crashes & Parking Analysis Wellington City Council 2021”, which states only three of the four serious accidents in the TQ area related to parking:

“Of the 25 reported crashes involving cyclists in the area, 20 were related to parking. Of the four serious injuries involving cyclists, three related to parking”

Car park utilisation errors

In its assessment WCC asserts that the loss of car parks brought about by converting all angled parks to parallel parks will not impact car park availability on TQ because in its view, the existing car park stock is no where close to being fully utilised.

This claim is factually incorrect. The data set that WCC relies on to justify the reduction of TQ car parks from 380 to 202 (or 47%), is based on data collected between 1 September 2020 and 31 October 2020. There are two major issues with this. First, sole reliance on a single sample taken at a one annual point of time is highly unreliable, as car park usage will often vary greatly throughout the year (due to weather or trade cycles amongst many other things).

What is most concerning however, is the fact that New Zealand was still at COVID alert level 2 from 30th August until 21st of September 2020 and Auckland was in and out of Alert level 1 and 2 until 7th of October. As a result trade across New Zealand as a whole and Wellington was dramatically reduced by the Alert Level 2 restrictions and the fact that New Zealand was still rebounding from Alert Levels 4 and 3. As a result, during the entire time that WCC was collecting average daily car park usage data, trade, and in turn, the use of car parks along TQ was significantly lower **compared to both now and pre-COVID usage rates**. We do not understand why this data set was relied on given its obvious inability to provide representative indication of car park usage under ordinary circumstances.

Indicative assessments over the last three weeks indicate that between 9am and 6pm weekdays the average occupancy of all angle parks on TQ is between 70% and 85% (depending on the relevant section of TQ). As WCC’s car park usage data is so unfit for purpose, any insights derived from it are likely rendered factually incorrect. As such no legally valid decision making can be based on this data in any way.

Car park revenue loss factual errors

WCC states that \$1,206,520 is earned per year from TQ carparks. Based on their assessment, changing all TQ angle parks to parallel parks will result in a 6% reduction in revenue. We note that this is based on a 35% reduction in car parks. Given that the reduction is actually 47% (i.e. 202/380) when you take into account the TR53-21 Thorndon Quay Pipitea the actual revenue loss is greater - i.e. a 12% drop (35%-47%) on top of the predicted 6% loss in fact gives rise to 18% or \$217,173.60 reduction in revenue. This is without the proposed 4-6pm clearway reducing parking by 70% being factored in.

Errors regarding the percentage of total car parks lost

WCC’s calculation of the total parks lost also fails to account for the fact different amounts of angled parks are located at various sections of TQ. It also does not account for the total percentage of carparks lost when LGWM’s proposed 4-6pm clearway is operating:

- North end of TQ to the motorway overpass (TQ01 to 05) loses 41% of its parks except during the 4-6 pm clearway proposed by LGWM when 78% are lost.
- Motorway overpass to Bordeaux crossing (TQ06 to 09) loses of 41% of its parks except during the 4-6 pm clearway proposed by LGWM when 71% are lost.
- Bordeaux crossing to Davis Street (TQ 10 to 16) losses of 47% of its parks except during the 4-6 pm clearway proposed by LGWM when 74% are lost
- Davis Street through to the southern end of TQ (TQ17 to 21) loses 40% of its parks except during the 4-6 pm clearway proposed by LGWM when 74% are lost.

PART V: RELEVANT CONSIDERATIONS

WCC's decision making to date has failed to take into account several significant categories of adverse effects, which the proposed angle to parallel parking changes will cause. As noted above, this failure compromises the legitimacy of WCC and LGWM's assessment of options.

As we have only been provided with three and a half weeks to prepare this submission we are only in a position to comment on the following at a high level. We do however intend to furnish the WCC with more information and evidence regarding the following in due course.

Car park short falls

As noted on page 10 above, observations over the last few weeks indicate that the average rate of angle car-park usage between 8 am and 6pm weekdays is approximately 70% and 85% depending on the relevant section of TQ (e.g. south end of TQ to Davis Street the percentage is lower compared to all other sections). It goes without saying that the time period during which our observations were made is far more representative of normal use than the time period selected by WCC.

When the more representative car usage rates is taken together with the minimum 47% total reduction in car parks that the proposed angle to parallel change will result in (i.e. outside of LGWM's proposed 4-6pm clearway period) it shows that a significant car park shortfall will be created by the proposed change, especially during the proposed clearway time period where the total short-fall will more than double.

For the Woolstore Design Centre alone, total car parks lost will reach over 80 car parks when the 50 business car parks that it leased (from NZTA) but subsequently annexed by Greater Wellington Council for bus layover are also taken into account.

Resulting social and economic impacts

As previously noted TQ is home to over 164 businesses and other organisations, which collectively employ approximately 3000 people. In addition the real estate located along TQ is collectively worth circa \$324,000,000.

On page 3 of this submission we outline and explain why the commercial viability of most businesses and other organisations located along TQ is unavoidably contingent on

retaining adequate parking capacity (i.e. capacity that can support car park demand that prevails on average across each section of TQ), for example:

- Many of the businesses that we have spoken to (including our many members) have indicated that the proposed loss of parking will have a significant adverse financial impact on their business over the immediate to medium term.
- Those businesses who are almost entirely reliant on car-bound customers are affected the most.
- TQ Businesses that rely on the existing parking capacity for fleet vehicles also indicate that the loss of parking will likely make operating from TQ unviable in at least the medium term.
- Those businesses that rely on ease of vehicle access and parking for families and children (e.g. our daycare center and dance studio members) also indicated that the change would create drop off and pick up impediments that ultimately make remaining on TQ unviable also.

The above views have been expressed by the vast majority of business owners on TQ. Many of these owners state that the proposed parking change would likely lead to them exiting TQ and either re-locating to areas like the Hutt Valley, Porirua and Petone where similar space is available at an affordable rate. Others indicate that they may exit the Wellington market completely. Overall, these outcomes would lead to many of the existing 3000 jobs either moving out of the city or ending altogether.

Over the last 10 plus years, owners of the various buildings along TQ that the above businesses occupy have invested significant amounts of capital earthquake strengthening and upgrading the TQ building stock so as to retain the 164 businesses as tenants. Their decision to invest accordingly was predicated on the value of their building not being eviscerated by blind car-parking decision making. While we are yet to procure expert evidence, it can be reliably taken as read that:

- The total revenue that a commercial building earns per year in lease payments is contingent on occupancy by tenants;
- If WCC car parking changes render a significant proportion of TQ businesses unviable, the resulting tenant exodus will cause an abnormal loss of rental income.
- The above almost certainly cause a dramatic reduction in the per sqm lease market rate for TQ commercial property and in turn the total capital value of TQ buildings;
- A significant loss of car parking proximate to a commercial building will also have a very appreciable and empirically measurable negative impact on both lease and total capital market value.

It is difficult to see how TQ building owners can be expected to shoulder such a major financial loss when at the same time WCC's long term plan is currently calling for an upcoming 13% rate rise with significant rate rises in out years. This increase is simply not sustainable if owners have no ability to increase income because of the absence of car parks is causing them to hemorrhage leasing income.

Given that the vast majority of cyclists moving through TQ are doing so for commuting purposes (i.e. over a total of 10 hours per week), WCC's proposed parking change is in essence entail asking members of the TQ community to give up the following in exchange for a non-existent or nominal safety improvements (given the factual errors above):

- hundreds if not over 1000 jobs (particularity in the medium term as leases come up for renewal);
- many of the businesses that operate as draw-cards and key anchor points along TQ
- tens of millions of dollars in building asset value and lease income;
- critical community assets that are already in short supply in the central city (e.g. day care centers, dance school, churches);
- much of the social and cultural fabric that defines the TQ area is the reason for it becoming a community.

Adverse impacts on safety and cyclist behavior

While WCC and LQWM have expended an abundance of energy and time examining the heuristically inferred/perceived cycle safety considerations, no consideration has been given to safety issues generated by converting all angled parking to parallel parking.

As Tailrisk has reliably derived from the empirical data that WCC and LGWM's proposed change is apparently based on, crash statistics show that parallel parks are 83% more likely to cause accidents. In the absence on any further data we can only infer that this is attributable to one or more (if not all) of the following:

- the risk to cyclist safety generated by passengers in parallel parked cars when they opening road side doors;
- the additional time it takes for a car to clear the area that cyclists pass through when executing a parallel park;
- The additional time that car passengers from parallel parked cars spend in space that cyclists pass through when entering and exiting the vehicle roadside.

As Tailrisk also correctly points out, no consideration is given to the role that cyclist behavior and error plays in the crash incidents along TQ. This consideration is especially pertinent to the assessment of alternatives to changing angled parks to parallel and the trade off between the safety benefits derived from doing so vis-a-vis the economic and social benefits this will give rise to.

Climate change impacts

The release of the Climate Change Commissions first final report this week (Re: policy adjustments New Zealand must make over the next five years to meet its Paris Agreement commitments) is timely. In the report the Commission emphasises the significant role that vehicles play contributing to green house gas emissions.

As noted on page 4, for a variety of reasons vehicles are unavoidably relied on by both the customers of most TQ businesses as well as many of the businesses themselves (owing to the nature and size of the goods and services predominantly traded by TQ businesses).

As is also noted on page 4, TQ is the primary district for such "design/home trade businesses" and is the only one located close to central Wellington. In the event that the parking changes cause many of the "design/home trade businesses" to relocate to areas like Hutt Valley and Porirua as predicted, the existing customers will not cease to rely on a vehicle to access their goods or services. Instead, these customers will simple drive to the Hutt Valley and Porirua etc thereby displace and increase vehicle reliance. The total additional kms traveled by car as a result of the proposed angle to parallel parking changes would therefore be in the tens if not hundreds of thousands.

PART IV: CONCLUDING REMARKS

We are of the collective view that the process which has given rise to the current proposal to convert all TQ angled parks to parallel parking is fatally compromised to the point that it ought to be abandoned altogether.

Alternatively, the only way in which the process can be rectified is by starting it from scratch. While we obviously oppose the proposal to convert TQ angled parking to parallel parking, if this option is chosen:

- Waka Kotahi's safety audit must be peer reviewed;
- Car park usage must be re-assessed by an independent third party
- All affected parties, including TQ community members must be involved in the process of identifying, stress testing and selecting preferred means of addressing safety issues (not after fundamental decisions regarding options are selected to the exclusion of others).

SIGNED by PAUL ROBINSON:

SIGNED by EMMA SUTHERLAND:

WITNESSED by DALE SCOTT:

Signature _____

Signature _____

Signature _____

Position _____

Position _____

Position _____



Draft for limited distribution

Review of the evidence on road safety in the Northern Thorndon Quay parking zone

Ian Harrison
Tailrisk Economics

Contact: [REDACTED]
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Introduction

This report reviews the evidence on the risk of accidents to vulnerable road users in the Thorndon Quay parking zone. The focus is on the impact of a proposed conversion of angled parks to parallel parks and the Council's economic assessment of the benefits from that switch. An alternative estimate of the accident and social cost impacts of the proposed conversion based on the empirical evidence is presented.

Note that the analysis and findings in this report are provisional. Time pressures have meant that not all issues could be analysed in full and the report has not been peer reviewed.

Key findings

Parallel parking more hazardous for cyclists than angled parking

A recent Council study showed only one cycling accident due to a car reversing from an angled park in ten years. Due to the increased risk to cyclists from opening car doors, the risk from a parallel park is slightly higher than an angled park.

Risk to all road users lower with angled parks

The Council's evidence shows that the incidence of accidents for all road users was 0.039, per park, over 10 years. The rate for parallel parks was 82 percent higher at .071.

Clearways may not necessarily reduce cycling accidents

The Council's data analysis showed that south bound peak hour cycle traffic, which benefits from a clearway in the peak hours, had nearly twice the accident rate as northbound traffic which does not have a clearway and passes more angled parking. The effect of the clearway may have reduced perceptions of risk and induced more risk-taking behavior amongst cyclists.

Reduction in accident benefits from reducing the number of parks is trivial.

Our estimate of the social value of the reduction in accident costs, based on the Thorndon Quay empirical accident history is \$570 per year. The accident reduction benefit from reducing the number of car parks is almost exactly offset by the higher risk of parallel parks. The number of accidents would fall by only one every hundred years. The Councils estimate of a fall of in the number of accidents of six per year was driven by an error in the reading of a report on a dated US study .

Better education on hazards would encourage cycling

Cyclists are repeatedly told that Thorndon Quay is a high risk area because of the risk of cars reversing from parks when this hardly ever happens. The Northern section of Thorndon Quay had five minor, and one serious, cycling accidents in 10 years. Better education on the true risks might encourage more cycling.

Document reviewed

The following documents or sources have been considered in this report:

1. A 2015 report to the Wellington City Council 'Hutt Road Sustainable Transport' by Opus consulting.
2. Thorndon Quay Hutt Road Strategic Case report.
3. NZTA Crash Analysis System (CAS) data.
4. The recent NZTA Audit report.
5. ACC claims data.
6. A 2021 Council report on parking and crashes.
7. Thorndon Quay Crashes and parking analysis: Reply to report by TQ business owners.

1. 2015 Hutt Road Sustainable Transport Report

Appendix A of this report provided information on the crash history of the Hutt Road and Thorndon Quay over the 5 years 2009-2013 inclusive. Most of the analysis considered both roads together, but there was some consideration of accidents on just Thorndon Quay.

The cycle accident rates for the Hutt/Thorndon Quay roads are presented in figure one. The injury crash rate fell from about 2.3 to 1.3 per kilometer of road per year over the five years.

It was also stated that 'indicative assessments of the corridor against the predicted crash frequency from the Economic Evaluation Model (EEM) show the crash rate is significantly higher than would be typically expected'. However, as no further information was provided on this modeling it is not possible to assess whether this was a meaningful comparison.

There were 42 reported crashes involving cyclists, of which eight were serious.

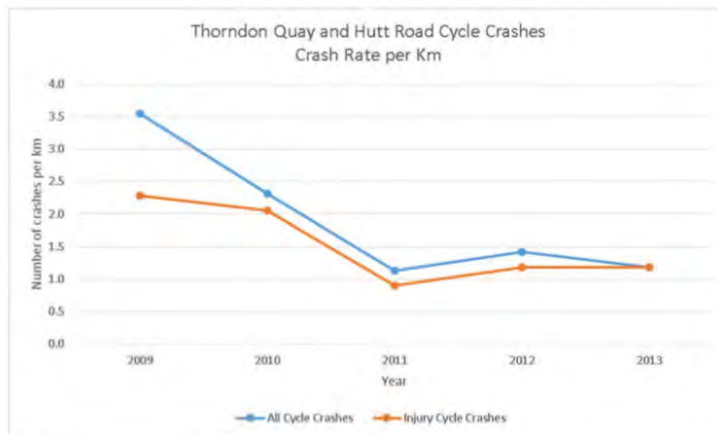
Two predominant crash types were described.

- Vehicle conflicts on the Northern bound section of the Hutt road
- Vehicle conflicts with drivers turning into or reversing out of angle parks on Thorndon Quay.

On Thorndon Quay there were 16 crashes resulting in four serious and 12 minor injury crashes.

The serious accidents appear to have been concentrated in 2009 as the number for 2010-19 was just two.

Figure one: Thorndon quay and Hutt road cycle crash rates



For the Hutt road 58 percent of cycle crashes occurred on the Hutt road shared pathway and 42 percent on the Hutt road. A significant number of cyclists use the road in preference to the pathway.

There were three crash sites clusters:

- The Hutt road intersection with School road.
- The intersection with Sar street'
- The Thorndon Quay Intersection with Moore St (4 cases).

One of these cases was a serious injury case where a cyclist failed to give way to a pedestrian on a crossing.

There were four reported pedestrian crashes (three on crossing). Two involved cyclists.

There were 88 vehicle crashes, 4 involving serious injuries. 20 of 33 Thorndon Quay crashes involved intersections, which are in the southern section of Thorndon Quay.

The reported implications for the options did not include a proposal to remove any parking.

2. NZTA Crash Analysis System data

We extracted data from the NZTA Crash Analysis System (CAS) for the Northern Thorndon Quay zone (Tinakori road to Davis Street) for the years 2010-2019 inclusive. There were seven injury accidents. Six involved cyclists. Only one of these (on the corner with Davis Street) was a serious injury accident. Note that a serious injury is defined by the NZTA as follows:

A serious injury is any injury that requires (or would usually require) a person to have immediate treatment at a hospital (either out-patient treatment by a hospital's Emergency Department or admission to hospital).

This is not necessarily a high bar.

A minor injury normally involves just first aid treatment.

In the Southern Thorndon Quay zone there were 18 injury accidents. Nine involved cyclists. There was one serious injury, which as noted above, involved a cyclist running down a pedestrian on a crossing.

3. Thorndon Quay Hutt Road Strategic Case report

The safety case for a Thorndon Quay cycle-way was made as follows.

5.2.3 Problem Statement 2: The current state of cycling facilities results in conflict between users, increases risk and limits cycling attractiveness for increasing volumes of cyclists

PS 2 Cause and Effect

The cause of this problem is defined as a growing number of cyclists travelling along the corridor without space or suitable facilities to cater for safe cycling. The effect of this is an increasing risk to cyclists coming in conflict with motor vehicles and limiting the uptake of cycling as a mode of travel on this corridor

The evidence for this was:

Cycle numbers along the corridor are high, ranging from 200-400 cyclists (two-way) per hour in the peak period and 700-1300 cyclists (two-way) per day. Based on previous trends, without any improvements, this number is expected to grow by around 40% by 2030 which equates to 280-560 (two-way) cyclists in the peak period and 980-1960 (two-way) cyclists per day.

The assumption that accidents will increase with increasing cyclist numbers is not supported by the accident evidence. Despite a significant increase in cyclist numbers over the last decade accident numbers appear to have fallen, though caution should be exercised in drawing conclusions about trends because of the small numbers of accidents.

It is assumed that by 2025 there will be:

- 600 additional cyclists per day (1300 cyclists total)
- 450 additional walker/runners per day (450 walkers/runners total)
- 100 additional device users (e.g. e-scooters, etc) per day (100 device users total) .

And that by 2030

The estimates also assume that the number of users will grow by 10% per annum between 2025 and 2030.

This could result in a step change in cyclists with a trebling of volumes to approximately 4,000 cyclists per day (weekday) in 2036, it is assumed that most of these cyclists will use the Hutt Road Thorndon Quay corridor.

We note that the assumptions about increasing cyclist numbers are not supported by any real evidence.

There is very limited provision for cyclists on Thorndon Quay with just a southbound AM peak clearway provided along Thorndon Quay which removes parking conflicts and nothing else for cyclists. However, there is no PM peak clearway which means that cyclists are often forced to share the lane with general traffic. This has multiple effects, the first being that cyclists are at risk of collision with passing traffic, car parking and vehicle accesses. The second being that cyclists in the traffic lane delay through traffic (including buses).

Unsurprisingly, the existing link level of service (LOS) has been calculated using the Danish method and indicates an average to poor (LOS D to F) on the different sections of Thorndon Quay. It should be noted that the Danish method does not take into account intersections, accesses or angle parking which are anecdotally some of the key concerns for cyclists on Thorndon Quay.

The Council's data analysis (see below) actually showed that peak time accidents are higher on the southbound route than the northbound route. This suggests that cyclist behavior may be an issue.

The analysis of road safety was based on injury crashes from 2010 to 2019.

The main problem with this analysis is it did not disaggregate the data for the main

segments of the route and in particular did not separately identify the Northern Thorndon zone that has the highest concentration of angled parks

Along Thorndon Quay the most likely cause of a cyclist injury crash is the interaction with a parked or parking vehicle (26/35 of cyclist injury crashes). This includes opening doors for parallel parks, entering/exiting angled parks and u-turning whilst looking for a park.

The report concludes:

Based on the Safe System Assessment Framework (SSAF) the safety risk for cyclists is the highest of any user group (in the Thorndon Quay section). This is due to the non-separated facility (no shared path), the busy nature of the road environment, poor connections to adjacent facilities, the proximity to on-street parking and the speed environment (greater than 30km/h)

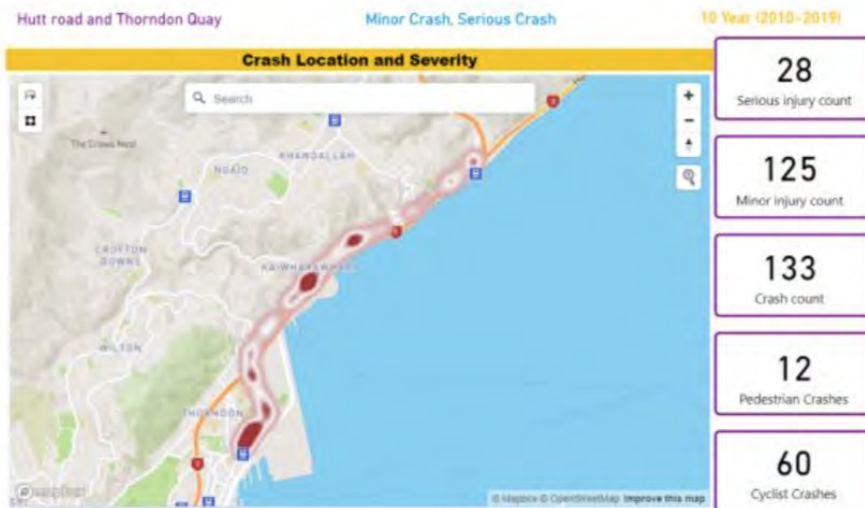
It is no surprise that the safety risk for cyclists is the highest for any group because cycles are intrinsically more risky than cars. The issue is whether a change in the parking configuration offers sufficient safety benefits relative to the economic and social costs it might impose. The problem with safe system frameworks is that they tend to focus just on the roading structure to the exclusion of behavioral issues and the economic and social costs.

Appendix A: The Safety analysis

The safety analysis consisted of:

An overview slide (figure two), which actually makes it clear that the Northern Thorndon Quay zone is a relatively low risk area despite its high concentration of angled parks.

Figure two: Overview of HR and TQ



A 10 year crash trend (figure three). The top graph is unintelligible because both marked lines read 20. The bottom graph makes it clear that cycle accidents are low even accounting for the higher risk Southern part of Thorndon Quay and the growth of bike riding. The main issue appears to be increasing motorcycle crashes, which is not directly relevant to cycling accident concerns.

Figure three: Crash trends

Crash Trend (10yr)

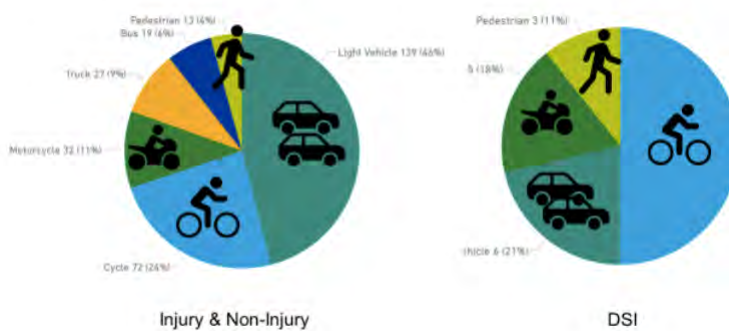


There were two figures (four and five) showing the relative shares cyclists in the of total accident and injuries numbers. These relative proportions are irrelevant. It is

the absolute number of accidents and injuries that matter, not the share of a very small total. It is obviously better for cyclists to have 100 percent of one accident than twenty percent of 100 accidents. The impact of these pie graphs is to give the (misleading) impression that the risks for cyclists are high.

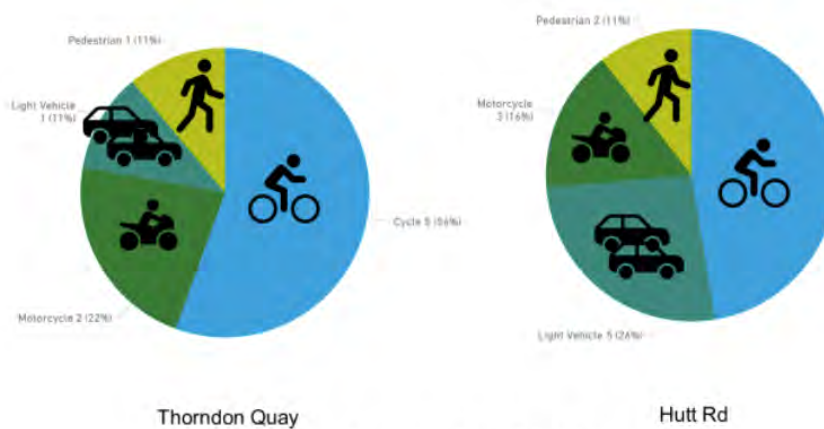
Figure four: Shares of accidents by mode

TQ & HR – All Crashes vs DSI (10yr) by mode



Vulnerable users account for 79% of DSI

Figure five: Shares for Thorndon Quay and Hutt Road

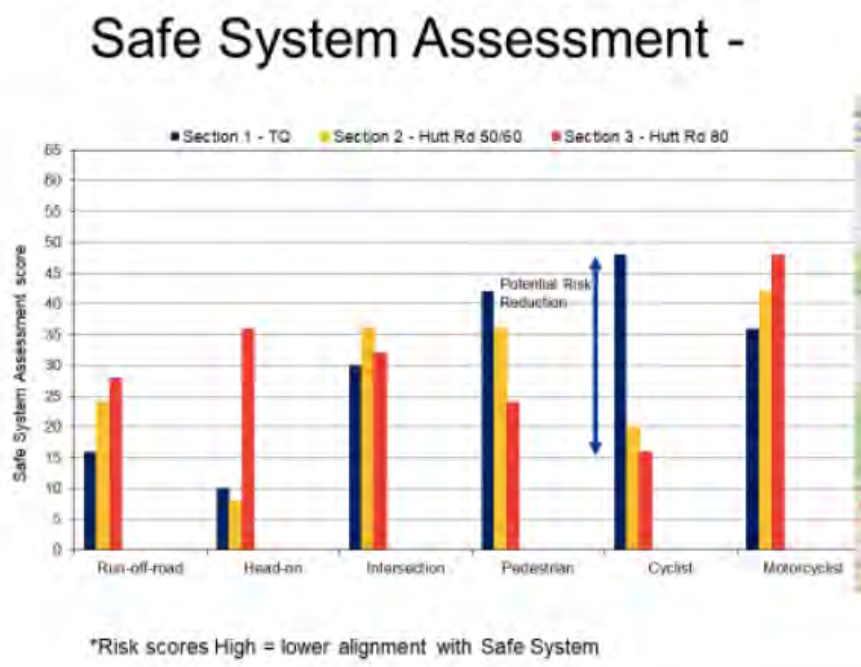


DSI split similar on TQ & HR

A 'safe system' assessment.

The safe system assessment doesn't tell us much. It is not split between the northern and southern zones and without any information on how it is calculated we cannot give it any weight. We suspect that the assessment was based largely on the lack of separation of cycling and motorists rather than an assessment of the crash evidence. Having a safer system does not necessary mean that accidents will reduce appreciably. The cyclists who treat their commute as a high speed training run, and are most at risk of accidents will probably continue to use the road, as evidencing by the Hutt Road experience.

Figure six: Safe system assessment



The final graph includes cyclists and motor cyclists in the analysis. Motorcycles are motor vehicles and should not have been included in the analysis.

4. NZTA Investment Audit report

In a recently released audit of the Council's roading activities the NZTA was critical of the Council's recent efforts on road safety

Road safety results have shown little change in the last 9 years. This is a disappointing result given the key priority of Council is to reduce the number of people injured or killed on the network. Analysis indicates the primary concern lies with the Arterial network (Figure 9). Also, the number of cyclists and pedestrians injured or killed is overrepresented in crashes based on the number of active users (2018 Transport Activity Management Plan, page 124).

It should not be a surprise that cyclists are 'over represented' in deaths and injuries relative to their numbers. Cycles offer no protection in a crash. Cars do. If cycles were subject to the same safety rules as cars they would be banned.

At the last audit in 2015, we commented about the crashes on Thorndon Road involving cyclists. On this audit, we observed that no recent improvements had been made to improve cycle safety on Thorndon Road. Council commented that improvements are being looked at to improve Thorndon Road, but these will be implemented as part of the "Lets' Get Wellington Moving" programme. This work programme is in its infancy with physical work many years away. This is too long; Council needs to act now to implement an interim safety measure for cyclists. The major conflict on Thorndon Road is the conflict between cyclists and cars exiting the perpendicular car parks. A simple solution is to revise the parking orientation to all parallel car parks to mitigate the conflict. It is vital that Council prioritises first on safety and second on convenience in this situation.

The NZTA auditors did not seem to be well informed about the number of cyclists killed or injured on Thorndon Quay. According to the CAS data there have been no deaths and 2 serious injuries over 2010 to 2019.. The NZTA audit team would not have been aware of data, discussed in this report that demonstrated that shifting to parallel parking will not necessarily improve safety outcomes. They may also not have been aware of the NZTA analysis that was inconclusive on the issue of the relative safety of parallel and angled parking.

The Council responded:

We agree with the position that cyclists and pedestrians are disproportionately represented in death and serious injuries and that more work is needed to improve safety for active users on our road network. Furthermore, we recognise that Thorndon Quay poses a safety risk to cyclists due to the high number of users and current road design that is inherently unsafe for cyclists. WCC officers have made multiple attempts over the past 20 years to improve safety at Thorndon Quay for cyclists, but for several reasons, largely the resistance from local retailers to a loss of parking, these have ultimately been unsuccessful.

The NZTA audit report and the Council's response puts the Council's proposals on parking changes in context. The Council officers appear anxious to comply with what is almost an edict from the NZTA to get rid of angled parking.

5. ACC claims data

The following information on ACC cycling injury claims helps to put the cycling injury rate on Thorndon quay in context. Specifically:

- There were 49,068 new cycling related claims in 2019.
- The Wellington region's contribution was 4295. This compares with Thorndon Quays's average cycling injury rate of a little over one a year.
- There are about 1600 claims a year relating to vehicle/cycle collisions. This number has been stable over the last five years despite a very sharp increase in the total number of cycling related claims.

6. Thorndon Quay Crashes & Parking Analysis Wellington City Council 2021

This paper reviewed the accident record on Thorndon Quay over the period 2011 to 2021. The source of the data was not provided but we assume it is from the CAS and was supplemented by information not available to public on-line users. Note that the data does not always match data from other sources and that we have not had the opportunity to reconcile any differences.

The main empirical findings are presented in table one .

Table one: Summary data

Number of crashes	102			
Non injury %	53			
Minor injury %	40			
Serious injury %	7			
Crashes involving cycles	Non injury	Minor crash	Serious crash	Total
Cycle only	0	2	1	3
Cyclist /heavy vehicle	0	1	0	1
Cyclist/light vehicle	4	14	3	21
Cycle crashes times				
Morning peak hours	13			
Evening peak hours	7			

Parking configuration change

The crash data presented by the Council is set out in our figures seven and eight. The discussion is as follows:

The data indicate that the current parking configuration is likely the main contributor to the large number of cycle crashes in the area. Of the 25 reported crashes involving cyclists in the area, 20 were related to parking. Of the four serious injuries involving cyclists, three related to parking. There are two main types of parking crashes: vehicles manoeuvring into or out of parking spaces and colliding with cyclists, and drivers opening car doors and hitting cyclists.

Our reading of the data is that parking configuration as such is unlikely to be the predominant driver of cycling accidents. Just because a cyclist is involved in a parking relating crash does not mean that the fault is with the driver. The cyclist could have riding too fast or could have been inattentive. The evidence on the timing of crashes is interesting in this respect. There were 13 accidents in the a.m. which would have been dominated by southbound riders when the clearway was in operation. But there were only seven in the peak p.m. times when cyclists would have been negotiating the anglepark intensive north part of Thorndon Quay on their way home.

As Figure 6 shows, the majority of parking related crashes on Thorndon Quay occur when a car is entering a parking space, especially an angled car park.

Angled parking accounts for 78 percent of the crashes that occur when a vehicle is entering a parking space and 54 percent of the crashes that occur when a vehicle is exiting a parking space. Overall, 24 percent of all crashes on Thorndon Quay relate to angled parking, and 42 percent of all parking related crashes are due to angled parking.

The use of proportions to describe the data can be misleading. 54 percent of accidents when leaving an angled space looks impressive if the reader doesn't know that the exit accident rate is much lower than the parallel park exit rate .

Figure seven: Parking crash types

Thorndon Quay Parking Related Crash Types 2011-2021

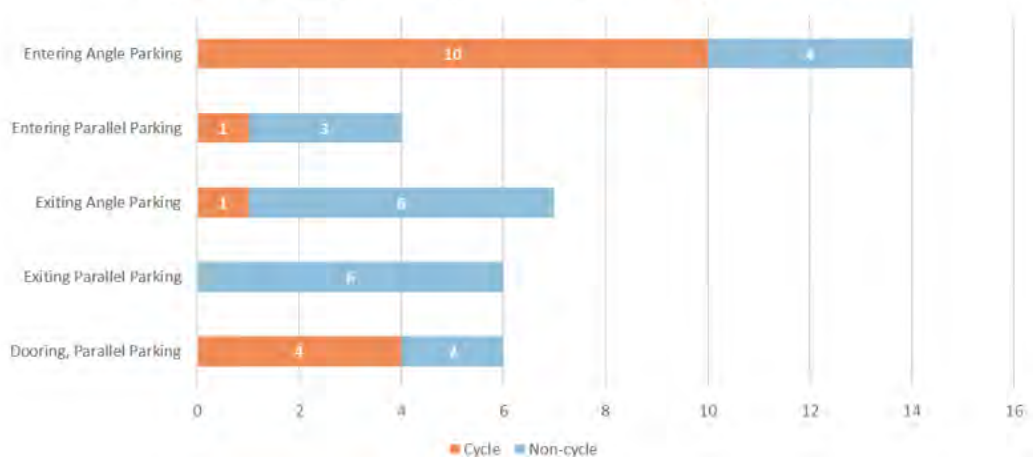
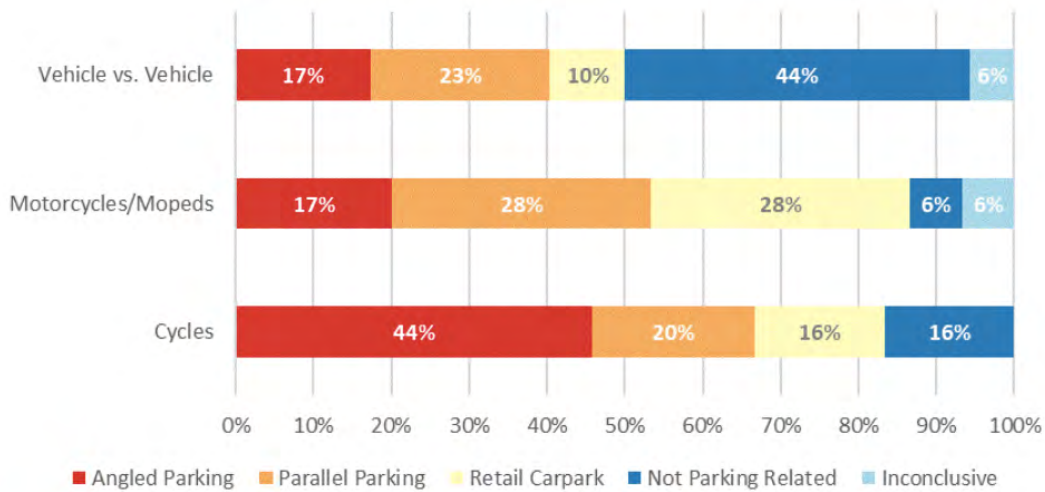


Figure eight: Shares of parking accidents

Thorndon Quay Crashes 2011-2021



The Flaw in the Council analysis

There is a fundamental error in the Council’s analysis. They have focussed on the shares of parking related crashes without regard to the number of parks. As there are many more angled parks (274) than parallel parks (106) then naturally, other things being equal, the greater the number parks the higher the number of parking

related accidents. What is the relevant figure is the accident rate per car park. Our estimates of these accident rates, per ten years, is set out in table two. This analysis shows that parallel parks are more risky than angled parks for both cyclists and particularly for cars.

Table two: Accident rates by carpark type

Cycles	Accidents per ten years	Accident per park 10 yrs	Cars	Accident per park 10 yrs
Angled parks				
<i>Entering</i>	10	0.036	4	0.015
<i>Exit</i>	1	0.0036	6	0.022
<i>Total</i>	11	0.040	10	0.037
Average of cars and cycles		0.039		
Parallel parks		.		
<i>Entering</i>	1	0.009	3	0.028
<i>Exit</i>	0	0	6	0.057
<i>Dooring</i>	4	0.038	2	0.019
	5	0.047	11	0.104
Average of cars and cycles		0.76		

Cost of accident analysis

The Council calculated the benefits from the parking configuration change as follows:

Of the parking related crashes, 24 of the 57 recorded crashes are due to angled parking. Half (12) of the angled crashes resulted in Non-Injury, while 10 resulted in Minor Injury, and 2 resulted in Serious Injury. By using cost figures from the NZTA and Ministry of Transport, we calculated the crash costs of the current design on Thorndon Quay, as well as the estimated crash cost savings achieved by converting the angled parking to parallel parking.² The calculations are based on the actual number of crashes related to angle parking on Thorndon Quay in the past 10 years. As shown in Table 2, after adjusting for severity, traffic trends, and underreporting, it is estimated that the angled parking crashes cost approximately \$2.7 million over a 10 year period. An estimated \$1.7 million in crash cost savings over a 10 year period can occur by converting angled parking to parallel parking.

We note that the 24 recorded crashes due to angled parking does not appear to be consistent with Council’s figure of 21 crashes in figure nine.

The Council’s cost results are presented in figure nine :

Figure nine: Council estimate of savings from parking change

Crash Costs	Fatal	Serious	Minor	Non-injury	Total
Cost of crashes per 10 years	\$562,023	\$1,149,815	\$782,258	\$216,132	\$2,710,228
Crash cost savings per 10 years	\$354,075	\$724,383	\$492,823	\$136,163	\$1,707,505

This cost assessments were not derived just from the empirical data. Instead the Council cites a number of industry sources.

It is calculated that converting from angled to parallel parking will the reduce the costs of accidents by 63 percent. This reduction was applied to each accident type.

Using this methodology, an estimated 6.1 less crashes will occur per year with the conversion of angled parking to parallel parking. Using a 4% discount rate over a 20 year project life span, we've estimated that converting angle parking to parallel parking on Thorndon Quay will yield \$2.3M in crash cost savings .

Three large supporting documents were cited.

The first is the NZTA's 'Monetised Benefits and Cost manual which is a lengthy (379 pages) theoretical and practical manual for transport related cost benefit analyses.

We do not know what, if anything, the Council's benefit analysis took from this paper.

The second document 'Crash Estimation Compendium' by the NZTA has some relevant information. Under the heading 'Common Urban Midblock Crash Reduction/Modification Factors' there is a risk adjustment factor for converting from angled to parallel parking. A accident reduction factor of 40 percent is applied. This factor is new and the confidence level in the estimate is described as low. The accompanying note reads as follows:

There is a lack of Australasian research on this treatment and there is a significant discrepancy between the results. Hence, this is only an indication of the likely level of crash reduction that could be expected from this treatment.

It is not clear whether the 40 percent reduction factor is due to the reduction in the number of car parks (this is about the reduction to be expected from a transition to parallel parking) or to a fall in the risk of each car park.

The Council cited another source which appears to be the most directly linked to their accident reduction estimate. It is the Hand Book of Road Safety measures (Elvik et al 2004 first edition). We have reviewed the second edition. Table 3.15.1 reports the following information

Transition from diagonal to parallel parking

Unspecified severity All accidents -35%

Unspecified severity Parking accidents - 63%

The estimates were based on just one 1990 study for the USA¹

In general the Handbook found that many of the parking studies they reviewed were methodologically weak. We have not been able to review McCoy et al. but note that it is dated and the results probably reflect US specific conditions that might not apply elsewhere.

Even if the impacts reported by McCoy are robust, the Council has used the wrong number. It has applied the 63 percent reduction in parking accidents to all accidents not the 35 percent that should have been applied. According to the Council there were 24 angled parking accidents. Reducing that by 63 percent gives a 16 percent reduction in total accidents. Alternatively the 35 percent reduction in total accidents could be used but only for the parks converting from angled to parallel. Accounting for the different accident rates where most conversions will take place (in angled parks predominate lower risk Northern Thornden Quay) the overall reduction might be about 20 percent.

The third paper ‘Social Cost of Road crashes and Injuries 2019 update’ provides the cost estimates for the crash types. The costs are:

Table three: Social costs of road accidents

Accident type	Social Cost \$'000	Scaled for non-reported injuries \$'000
Fatal	5374	5374
Serious	552	1005
Minor	32	110

¹ McCoy, Ramanujam , Mossavi and Ballard ‘Parking Layout and Marking parking spaces 1990

The serious, and particularly, the minor injury costs, are in our view based on an unreliable methodology and are overstated. We note that the NZTA will be revisiting their methodology. Where appropriate we have used our own estimates in our cost calculations

We also note that the Council has an estimate for non-injury accident costs. There is no estimate for this in the NZTA paper. The estimate could be based on a rough guess at the damage to cycles, or even to cars in some cases.

Support from road safety manuals

The Council attempted to buttress its case by providing excerpts from two standard documents on road safety. The boldings of the points made are the Council's.

Excerpt from Austroads page 114 - 4.11.2 & 4.11.3:

*“Parallel parking limits the number of vehicles parked along the kerb (compared with angle parking) but **has the advantage of minimising crashes** associated with parking and unparking manoeuvres.”*

This might possibly be true with respect to parking manoeuvres, but this advantage might, as the Thorndon crash record illustrates, be offset by the risk from dooring.

*However, all forms of **angle kerbside parking present a greater hazard** to road users than parallel parking.”*

*“Studies show that when parking is changed from angle to parallel kerbside parking, **the accident rate along a length of road decreases substantially** and the traffic capacity is greatly increased.*

We have read the relevant section in Austroads. There were no reference to studies that might support their claims. They do suggest, however, that there is a lesser issue (assuming there is one) with lower speed limits. The environments they were contemplating were arterial routes with speed limits of up to 70 km, so the lower speed limit for Thorndon Quay should mitigate any concerns, particularly if the limit were reduced to 40 km. as some have proposed.

Excerpt from Traffic control devices manual: Part 13, Parking Control (2007), page 34 Table 5.1: Positives and negatives of types of on-road parking parallel parking.

Parallel

- *If controlled, has the least disruption on flow of traffic*
- ***Has less crashes** associated with manoeuvring out of parking spaces than angle*

parking

- *Can not accommodate as many spaces as angle parking*
- *Some cyclists may ride into an opening car door*

Angle

- *Provides more spaces than parallel parking Needs a wide roadway width to accommodate spaces*
- *Depending on angle, it may be difficult for drivers parked to enter into traffic stream*
- *Not suitable next to a cycle lane unless there is extra clearance for parking manoeuvres*

This is a limited LTNZ discussion that refers the reader to the Austroads document. As noted above the later NZTA document is cautious about the quality of the evidence base.

Summing up the discussion

To sum up the discussion. The actual evidence on the relative safety of angled and parallel parking is actually very thin, and as the NZTA suggests, inconclusive. The issue is essentially an empirical one. Do the possible advantages of parallel parks in the parking manoeuvre outweigh the certain disadvantages with respect to 'dooring'? In that respect the Council's empirical evidence suggests that the net balance sits with angled parking. This evidence has the advantage of being directly related to Thorndon Quay and should be preferred to suppositions that might reflect experiences in quite different environments.

Tailrisk Economics estimate of the change in accident costs

Our estimates of the accident costs are set out in table four, Note that we have used approximate figures for simplicity so the results should be treated as indicative of the magnitudes.

The key assumptions are:

- The empirical accident records are unbiased estimates of future accident outcomes.
- The distribution of accident outcomes are identical as between angled and parallel park accidents.
- The distribution of accident outcomes is

Deaths 0.1% (implied by Council results)

Serious 7%

Minor 43%

No injury 50%

- We have not adjusted for the underreporting of serious injury accidents. Thorndon Quay is a very visible location and accidents requiring hospitalisation are highly likely to be reported.
- The cost of minor injuries is reduced to \$30,000.
- No injury crashes are given a cost of \$2000.

The weighted cost per accident is \$57,400

Table four: Impact of parallel park conversion on injury costs

	Status quo	Parallel parking conversion
Number of angled parks	274	0
Number of parallel parks	106	248
Total	380	248
Probability of crash per park 10 yrs		
<i>Angled average</i>	.039	
<i>Parallel average</i>	.074	
Total crashes angled	$274 \times .039 = 10.7$	0
Total crashes parallel	$106 \times .074 = 7.8$	$248 \times .07 = 18.4$
Total	18.5	18.4
Total accident cost 10 years undiscounted	\$1,061.9	\$1,056.2

The accident reduction benefit from converting from angled to parallel parking is \$5700 over ten years. Discounting at a four percent rate reduces this to about \$4500. It is difficult, without a detailed examination of police accident records to

take some account of induced accidents due to cycles being forced closer to the traffic stream. But we doubt that this would have a significant impact. We note that south bound cycle traffic, which benefits from the peak hour clearway, had 13 accidents over 10 years, while north bound traffic, which does not have a clearway had only 7 accidents.

The social cost savings in the first year of a parallel parking regime are \$570.

Discussion

The Council's justification for getting an 'early win' by converting angled parking to parallel parking was that this would reduce the number of accidents by six per year with a social cost saving of \$1.7 million over ten years. However these results were based on the Council's misreading of the reported results of a single US study that is more than thirty years old.

We have used the Council's parking crash history data to estimate the impact of a change from angled to parallel parking on the number of accidents and their social costs.

There is only the slightest impact on the number of accidents, which fell from 18.5 every ten years to 18.4. That is, there would be one less accident every one hundred years. As a consequence the social savings are very small at around \$570 a year. As the social and economic costs of the conversion will inevitably be a very large order of magnitude greater than the benefits there is no justification for a rushed conversion to parallel parking at this point.

Feedback

1596

NAME: William Geddes	SUBURB: Kilbirnie	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

**Medium stay – 2-4 hours
Residents parking**

Feedback

1597

NAME: Rosmary Rae Russel	SUBURB: Kilbirnie	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly support

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Medium stay – 2-4 hours

Feedback

1598

NAME: Lorraine Phillips	SUBURB: Ngaio	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Drop off & loading – 5-10mins

Short stay – 30-60mins

Residents parking

WE YOUR SAY: THORNDON QUAY & HUTT ROAD

Let's GET
Wellington
MOVING

Your details

Enter you name and contact details

First name

Last name

Lorraine Phillips

Email

[Redacted]

I am making a submission

As an individual

On behalf of an organisation

Name of organisation

Demographic information

[Redacted]

Why do we collect information about you?

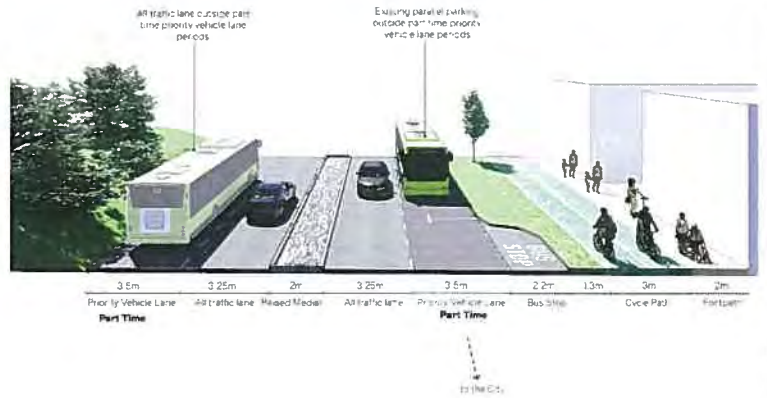
We may use your personal information for decision-making and design of the programme. For example, we may use your feedback and responses to surveys to help us to identify a preferred solution for the programme. You can request access to, or correction of, your information. To read the full privacy policy, visit lgwm.nz/privacy

Read more about the proposed changes to Thorndon Quay and Hutt Road at:
lgwm.nz/thorndonquayhuttroad

Hutt Road proposal

Thinking about the proposed changes for Hutt Road and the different ways people use the area (including access to the Kaiwharawhara ferry terminal), how do the changes rate when people are:

HR Option 3



Walking in the area

Thinking about people of all ages and abilities

Very positive
 Positive
 Neutral
 Negative
 Very Negative
 Don't know

no change

Using the bus

Very positive
 Positive
 Neutral
 Negative
 Very Negative
 Don't know

Riding bikes

Thinking about people of all ages and abilities

Very positive
 Positive
 Neutral
 Negative
 Very Negative
 Don't know

no change

Driving vehicles/on motorbikes

Very positive
 Positive
 Neutral
 Negative
 Very Negative
 Don't know

thinner lanes

Living in the area

Very positive
 Positive
 Neutral
 Negative
 Very Negative
 Don't know

Working or owning a business in the area

Very positive
 Positive
 Neutral
 Negative
 Very Negative
 Don't know

Living with mobility or accessibility issues

Very positive
 Positive
 Neutral
 Negative
 Very Negative
 Don't know

Is there anything you would like us to consider when looking to make changes to Hutt Road?

Could the 2m wide raised median strip NOT be raised, but be marked with white lines, similar to what exists in Oriental Parade. This way, turning traffic can pull into the median strip until the way is clear, and not block the lane.

the traffic lanes are very narrow, and will be locked by cars backing into the parallel parks, or by vehicles wanting to turn into driveways, the traffic will flow very slowly.

When vehicles are waiting to turn right into a driveway, typically someone in the opposing traffic will slow and flash them to turn.

If cyclists are using the road, rather than the cycleway, (in Oriental Bay only about 50% of the cyclists use the cycleway), and they are passing the slow moving vehicles on the left, they could hit the turning vehicle (as the turning vehicle may not be able to see the cyclist until the last moment).

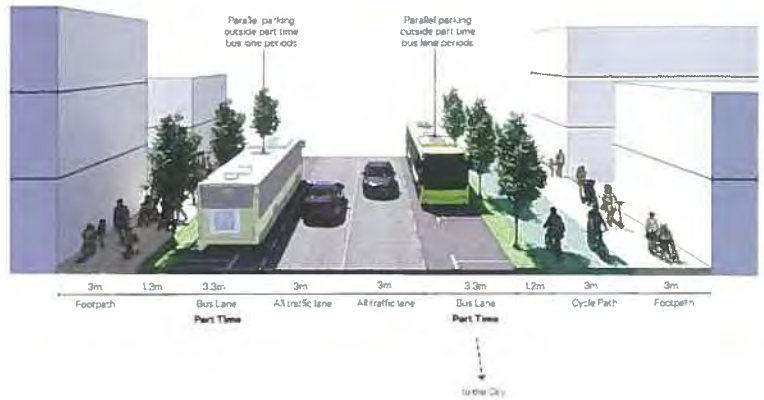
This is a dangerous situation, and I suggest that it be mandatory for cyclists to use the cycleway, otherwise Council could be held responsible for creating the situation

② Rather than have the 1.2m grass strip, use the 1.2m as a median strip (marked with white lines), to separate vehicles moving in opposite directions

Thorndon Quay proposal

Thinking about the proposed changes for Thorndon Quay and the different ways people use the area, how do the changes rate when people are:

TQ Option-2



Walking in the area

Thinking about people of all ages and abilities

- Very positive
 Positive
 Neutral
 Negative
 Very Negative
 Don't know

Using the bus

- Very positive
 Positive
 Neutral
 Negative
 Very Negative
 Don't know

Riding bikes

Thinking about people of all ages and abilities

- Very positive
 Positive
 Neutral
 Negative
 Very Negative
 Don't know

Driving vehicles/on motorbikes

- Very positive
 Positive
 Neutral
 Negative
 Very Negative
 Don't know

Living in the area

- Very positive
 Positive
 Neutral
 Negative
 Very Negative
 Don't know

Working or owning a business in the area

- Very positive
 Positive
 Neutral
 Negative
 Very Negative
 Don't know

Living with mobility or accessibility issues

- Very positive
 Positive
 Neutral
 Negative
 Very Negative
 Don't know

Is there anything you would like us to consider when looking to make changes to Thorndon Quay?

See attached paper.

possibility of being hit by bikes

no separation between traffic going in opposite directions

Look and feel of Thorndon Quay



Is there anything you think we should consider when we design a more attractive street environment to encourage more people to visit, shop and spend time?

This could be things like types of shade and shelter, green spaces, places to sit, lights, space for outdoor tables.

Angle parking change on Thorndon Quay

Changing the angle parking to parallel parking between Tinakori Road and Moore Street will improve safety for everyone using Thorndon Quay, particularly people on bikes. It will also make it easier for buses to pull in and out of the bus stops along this stretch. ?

Do you support the proposed change to parking on Thorndon Quay?

Strongly support Support Neutral Oppose Strongly Oppose Don't know

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised? Select as many as you like:

Drop off & loading - 5-10mins Short stay - 30-60mins Medium stay - 2-4 hours
 Long stay - 4-6 hours Commuter parking - up to 9 hours Residents parking

A bit about you

What is the **primary** way you travel through and around the area?

- Walk Wheelchair or mobility scooter E scooter, skateboard etc
 Bicycle Motorcycle/scooter Bus Train Car Truck
 Other (please specify)

How important is it to make improvements for people walking, riding bikes and taking the bus on Thorndon Quay and Hutt Road?

- Very important Important Neutral Low importance Not important
 Don't know

What's your main relationship to Thorndon Quay and Hutt Road?

- I live on Thorndon Quay/Hutt Road
 I work on Thorndon Quay/Hutt Road
 I own a business on Thorndon Quay/Hutt Road
 I visit the area (e.g. to shop or visit friends)
 I go to school or drop my kids at school or daycare in the area (please specify)
 I regularly travel through the area to get to somewhere else
 I have no relationship to the area
 Other (please specify)

Free Post Authority Number 2199



FREEPOST 2199

Transport planning – Thorndon Quay and Hutt Road (OPE00308301)

Wellington City Council

PO Box 2199

Wellington 6140

Feedback

1599

NAME: Christopher Spiers	SUBURB: Johnsonville	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

HAVE YOUR SAY: THORNDON QUAY & HUTT ROAD



Your details

Enter your name and contact details

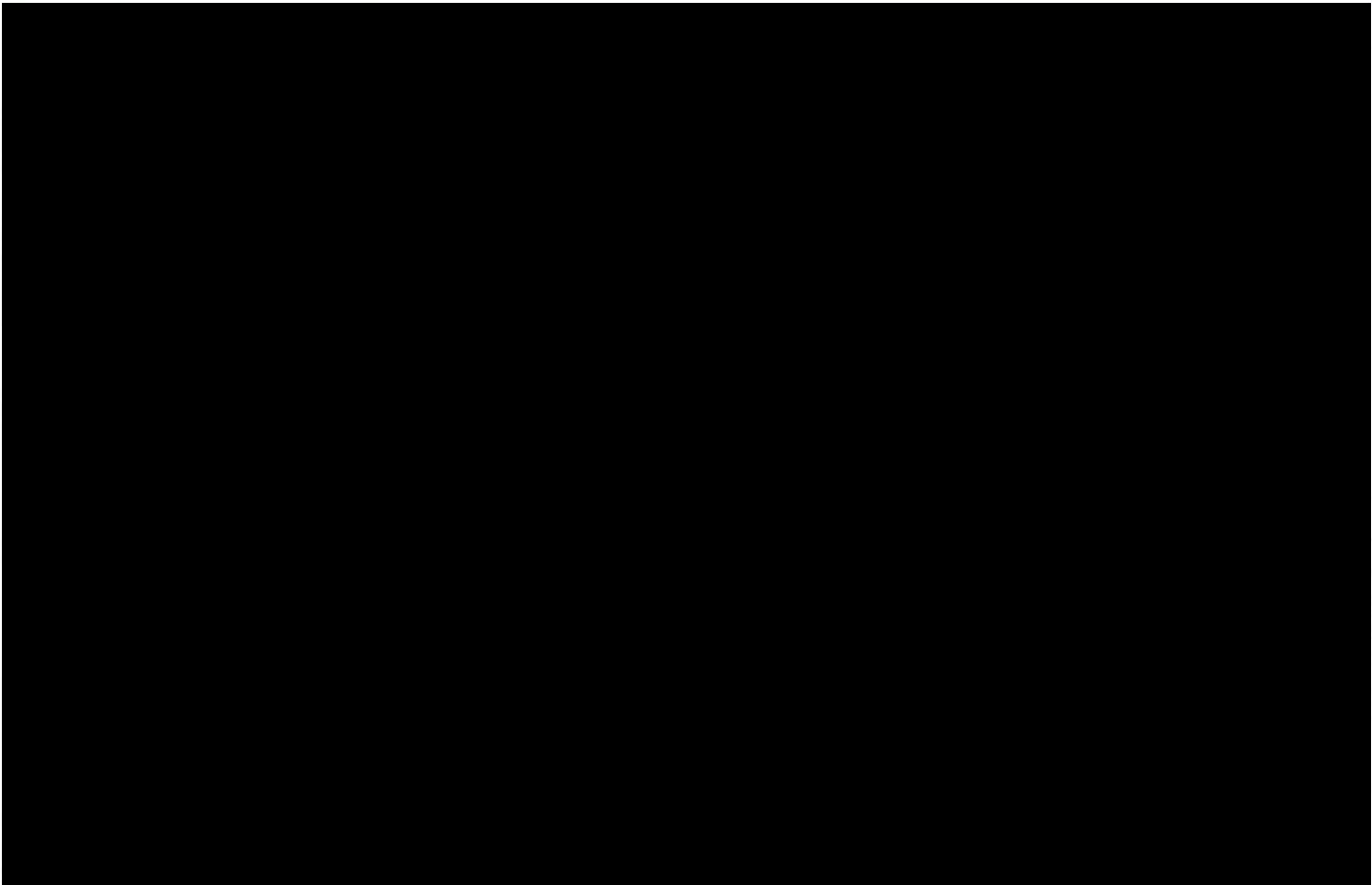
First name *Christopher* Last name *Spiers*

Email 

I am making a submission As an individual On behalf of an organisation

Name of organisation *n/a*

Demographic information



Why do we collect information about you?

We may use your personal information for decision-making and design of the programme. For example, we may use your feedback and responses to surveys to help us to identify a preferred solution for the programme. You can request access to, or correction of, your information. To read the full privacy policy, visit lgwm.nz/privacy

Read more about the proposed changes to Thorndon Quay and Hutt Road at:
lgwm.nz/thorndonquayhuttroad

Hutt Road proposal

Thinking about the proposed changes for Hutt Road and the different ways people use the area (including access to the Kaiwharawhara ferry terminal), how do the changes rate when people are:

HR Option 3



NO GOOD →

Walking in the area

where are the proposed Parks going to BE!!!

Thinking about people of all ages and abilities

Parallel parking is very DANGEROUS!!! for families.

Very positive Positive Neutral Negative Very Negative Don't know

Using the bus

Currently Buses are cancelled or have to wait @ stops to keep to schedule.

Very positive Positive Neutral Negative Very Negative Don't know

Riding bikes

All cyclists should be required to use cycle lanes. parallel parking is dangerous because they choose not too.

Thinking about people of all ages and abilities

Very positive Positive Neutral Negative Very Negative Don't know

Driving vehicles/on motorbikes

Very positive Positive Neutral Negative Very Negative Don't know

Living in the area

Not many people live here versus visitors/workers.

Very positive Positive Neutral Negative Very Negative Don't know

Working or owning a business in the area

where can our workers & customers park in the morning with bus only lanes?

Very positive Positive Neutral Negative Very Negative Don't know

Living with mobility or accessibility issues

Parallel Parking is Hugely DANGEROUS!!!

Very positive Positive Neutral Negative Very Negative Don't know

Is there anything you would like us to consider when looking to make changes to Hutt Road?

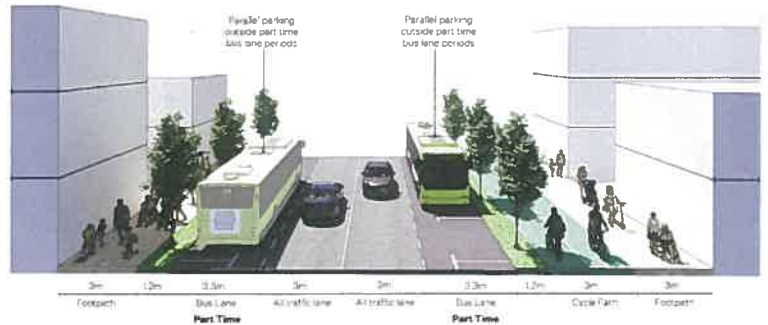
Parallel parking is hugely dangerous for pedestrians children & people with disabilities. Getting in & out of parallel parks is very challenging for many people & the spaces are too small for long vehicles. Replacing angle parks with parallel ones AT LEAST 50% OF PARKS. when did you do the so called SURVEY in the INTO (at night or during Christ mas), because the day to day stats of calls parks makes your claim LESS!! Do Not plant pohutukawas in this they kill drains & paving. This option removes 75% of parks & is completely unacceptable. No provision to stop a vehicle to drop off pickup or purchase anything during bus lane only times.

Thorndon Quay proposal

Thinking about the proposed changes for Thorndon Quay and the different ways people use the area, how do the changes rate when people are:

Not best option →

TQ Option 2



Walking in the area

Thinking about people of all ages and abilities

- Very positive Positive Neutral Negative Very Negative Don't know

No provision outside buses for cycles.

Using the bus

- Very positive Positive Neutral Negative Very Negative Don't know

Buses pulling into bays hugely dangerous for walkers & waiting passengers.

Riding bikes

Thinking about people of all ages and abilities

- Very positive Positive Neutral Negative Very Negative Don't know

must be made to use cycle lanes

Driving vehicles/on motorbikes

- Very positive Positive Neutral Negative Very Negative Don't know

same as previous page

Living in the area

- Very positive Positive Neutral Negative Very Negative Don't know

I do not live here, few do.

Working or owning a business in the area

- Very positive Positive Neutral Negative Very Negative Don't know

No customers

Living with mobility or accessibility issues

- Very positive Positive Neutral Negative Very Negative Don't know

Parallel parking is a killer.

Is there anything you would like us to consider when looking to make changes to Thorndon Quay?

*Plenty of green spaces around Wellington CBD
Lawn & trees need maintenance rates, rises!!!
use the space for buses, cycles & all other transport.
Buses, trucks for deliveries & couriers, taxis & other vehicles
need space & good roads.*

Look and feel of Thorndon Quay



Is there anything you think we should consider when we design a more attractive street environment to encourage more people to visit, shop and spend time?

This could be things like types of shade and shelter, green spaces, places to sit, lights, space for outdoor tables.

I will not come in here if you take away most of the PARKS for vehicles. Do Not compromise moving space with tables chairs & seats or trees. use recesses or gaps for lawn & seats. These pictures show limited space for TRUCKS & BUSES TO PASS each other. Parallel parking endangers me when I am cycling as kids do NOT look when Mum or Dad Park & they want to open the Door for icecream/Play.

Angle parking change on Thorndon Quay

Changing the angle parking to parallel parking between Tinakori Road and Moore Street will improve safety for everyone using Thorndon Quay, particularly people on bikes. It will also make it easier for buses to pull in and out of the bus stops along this stretch.

Do you support the proposed change to parking on Thorndon Quay?

Strongly support Support Neutral Oppose Strongly Oppose Don't know

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised? Select as many as you like:

Drop off & loading – 5-10mins Short stay – 30-60mins Medium stay – 2-4 hours

Long stay – 4-6 hours Commuter parking – up to 9 hours Residents parking

This option only favours cyclists & endangers everyone else. No

Do you wish to make any comments about this Thorndon Quay parking change? Please provide your comments here:

Would you like to speak to Wellington City Councillors in support of your submission on the proposed parking change?

Yes

No

If yes, please provide a phone number and we'll be in contact to organise a time for you to speak to Wellington City Councillors regarding the parking change.

Phone number

Vision for the city

Our vision:

Wellington is a great harbour city, accessible to all, with attractive places, shared streets, and efficient local and regional journeys.

Do you agree the proposed changes for Thorndon Quay and Hutt Road support this vision?

Strongly agree

Agree

Neutral

Disagree

Strongly Disagree

Don't know

Is there anything else you would like us to consider when looking to make changes to Thorndon Quay and/or Hutt Road?

Oriental Bay works well with mostly retained angle parking. Cyclists endanger themselves by NOT using the cycle lanes.

A bit about you

What is the **primary** way you travel through and around the area?

- Walk Wheelchair or mobility scooter E scooter, skateboard etc
 Bicycle Motorcycle/scooter Bus Train Car Truck
 Other (please specify)

This is a loaded question, I use most depending on the trip purpose!!!

How important is it to make improvements for people walking, riding bikes and taking the bus on Thorndon Quay and Hutt Road?

- Very important Important Neutral Low importance Not important
 Don't know Not just favour one mode.

What's your main relationship to Thorndon Quay and Hutt Road?

- I live on Thorndon Quay/Hutt Road
 I work on Thorndon Quay/Hutt Road
 I own a business on Thorndon Quay/Hutt Road
 I visit the area (e.g. to shop or visit friends)
 I go to school or drop my kids at school or daycare in the area (please specify)
 I regularly travel through the area to get to somewhere else
 I have no relationship to the area
 Other (please specify)

I use Thorndon Quay a lot it is important to me, not too stuff it up. I don't drive a bus or taxi.

Free Post Authority Number 2199

Let's GET Wellington MOVING

Free



7/6/21



FREEPOST 2199

Transport planning – Thorndon Quay and Hutt Road (OPE00308301)

Wellington City Council

PO Box 2199

Wellington 6140

Feedback

1600

NAME: Elizabeth Rothman	SUBURB: Kaiwharawhara	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

More amenities and visual up-grading

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Short stay – 30-60mins

Residents parking

Feedback

1601

NAME: Mark Spiers	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION Yes
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Do you support the proposed change to parking on Thorndon Quay?

Strongly oppose

Do you wish to make any comments about this Thorndon Quay parking change?

have some options for short stay parks. No residents parking. Greedy developers will build with no parks. Set it right for everyone!

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Medium stay – 2-4 hours

Feedback

1602

NAME: Jonathan Bhana- Thomson	SUBURB:	ON BEHALF OF: NZ HEAVY HAULAGE ASSOCIATION	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

See attached

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Lets Get Wellington Moving – Thorndon Quay and Hutt Road

8 June 2021

Submission made by: NZ Heavy Haulage Association, PO Box 3873, Wellington 6140

This Association is the national representative organisation for specialised transport operators that move large indivisible freight items that are overdimension and overweight.

The Association has been in existence for over 50 years and we have a wide range of experience in ensuring that the roading system in NZ is fit for the purpose of transporting large loads around the nation. We represent more than 250 organisations involved in the transport of oversize goods around NZ.

While the number of these large loads may be small as a proportion of the total traffic that uses the roading network, the ability to transport oversize loads is a necessity as these loads are often key to infrastructure projects, are used in important industries (such as forestry or construction), or are pre-fabricated items that are transported to the final location. In addition, the use of recycled houses and buildings contributes to the nation's houses stock, while new homes are able to be delivered straight to site. Meanwhile relocatable classrooms and utility buildings can be delivered to provide ready accommodation at short notice.

The Association advocates for the maintenance and preservation of current oversize routes. In many places around NZ there is only one haul route for oversize loads, and it is crucial that these routes are retained and where possible envelope clearances are improved.

The general overdimension envelope that needs to be maintained is 11.5m in width and 6.5m in height. This is the same envelope that we seek for all sections of state highways around NZ. These dimensions are based on the 99th percentile of actual dimensions of all permits issued by the NZTA.

In the case of Thorndon Quay and Hutt Road, these routes provide the main access for oversize loads into and out of the Wellington CBD and southern/eastern suburbs, as well as access to the Bluebridge Ferry, which most of the oversize loads need to access for transport across Cook Strait.

1. Thorndon Quay

This route is important to the oversize freight industry as it is the only route for the biggest loads to and from the City and the Bluebridge ferry that can accommodate for loads on overweight permits. Other routes such as the Wellington Urban Motorway and Aotea Quay can be used but have weight and height restrictions for some loads.

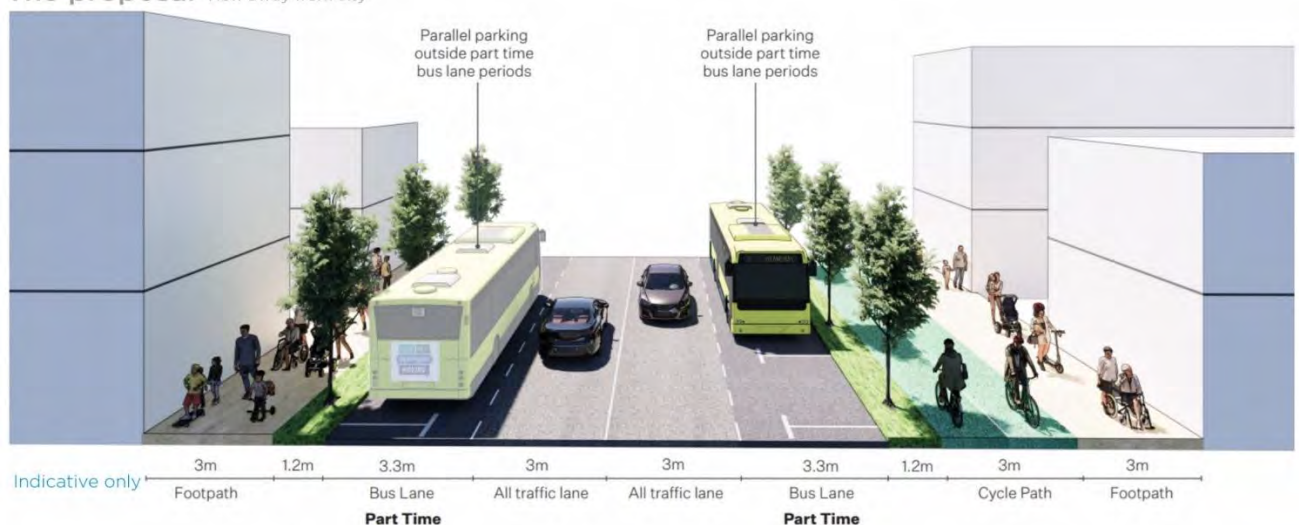
Note that the Thorndon Quay route does have a height restriction where Aotea Quay joins Hutt Road.

However it is crucial to maintain Thorndon Quay as a route for oversize loads and the design must reflect this.

There appears to only be limited detailed information on which to make informed comments, however this cross section example identifies some issues for the oversize industry.

Thorndon Quay example 2

The proposal View away from city



The concern lies in the lane width allocated to the various modes. It is appreciated that there are multiple road users of the roading corridor that are being accommodated through this section, however having the centre lanes at 3.0m would be too narrow. The Vehicle Dimensions and Mass Rule prescribes the widths at which load pilots are used to warn other road users of an approaching oversize loads. Pilots are only required when the load width exceeds 3.1m

In the view of the Association the two centre lanes need to provide greater width between the marked lanes so that loads around the 3.0 to 3.1m area do not have to cross over into one of the other adjacent lanes.

The 1.2m on each side that is provided for vegetation should be narrowed (or removed) to provide for greater width clearance for the centre lanes. We seek 3.5m wide loads, the same as any standard arterial route. This would produce safer transport for oversize loads.

Thorndon Quay Intersection Changes and Upgrades

The information provided about this is light on detail, so therefore the changes must be consulted on with this Association to ensure continued passage along Thorndon Quay.

Mulgrave/Thorndon

This intersection must maintain the access for oversize loads through this area coming from Hutt Road to the CBD and eastern/southern suburbs; also travelling from Bunny street, the City and the Bluebridge Terminal north to join SH1 and SH2 at Ngauranga.

The clearances in terms of width and height should be no less than at present, but should ideally be 11.5m in width and 6.5m in height.

Pedestrian Crossings – Thorndon Quay

There are three crossings located at approx. 34, 152 and 203 Thorndon Quay, and the proposal is to upgrade these to signalised crossings. These crossings must provide suitable width and height clearances, ideally with 11.5m in width and 6.5m in height, with no centre road poles. We prefer roadside and overhead signals lanterns, and flat crossings. We would not support raised platforms in this situation, as the traffic at the crossings is already to be managed by the signals. In addition, when there are no pedestrians then the efficiency of freight can be improved through not needing to slow down for any raised crossings. If raised crossings are contemplated then they need to be low to enable ground clearance for low loader transporters, with a height of no more than 80mm.

New Signalised Crossing Point - Near 243 Thorndon Quay

If the proposed new signalised crossing point is to be continued with, then suitable clearances must be provided, ideally with 11.5m in width and 6.5m in height, with no centre road poles. A flat crossings point is preferred to allow efficient movement of freight.

New Signalised Intersection – Tinakori/Thorndon

The proposed signalisation must have suitable clearances with 11.5m in width and 6.5m in height, with no centre road poles on Thorndon Quay. In addition, some oversize loads access from along Tinakori Road, so a lane that proceeds straight ahead to the north would be easier for transporters to negotiate than the current island that restricts north travelling loads.

Overall we prefer a design for oversize freight along Thorndon Quay that is not cluttered in the centre of the road with medians, refuge islands, traffic signal poles and alike. Most oversize loads travel at off-peak times, so it is important to get the design right for oversize, without worrying too much about the effect on other road users.

2. Hutt Road

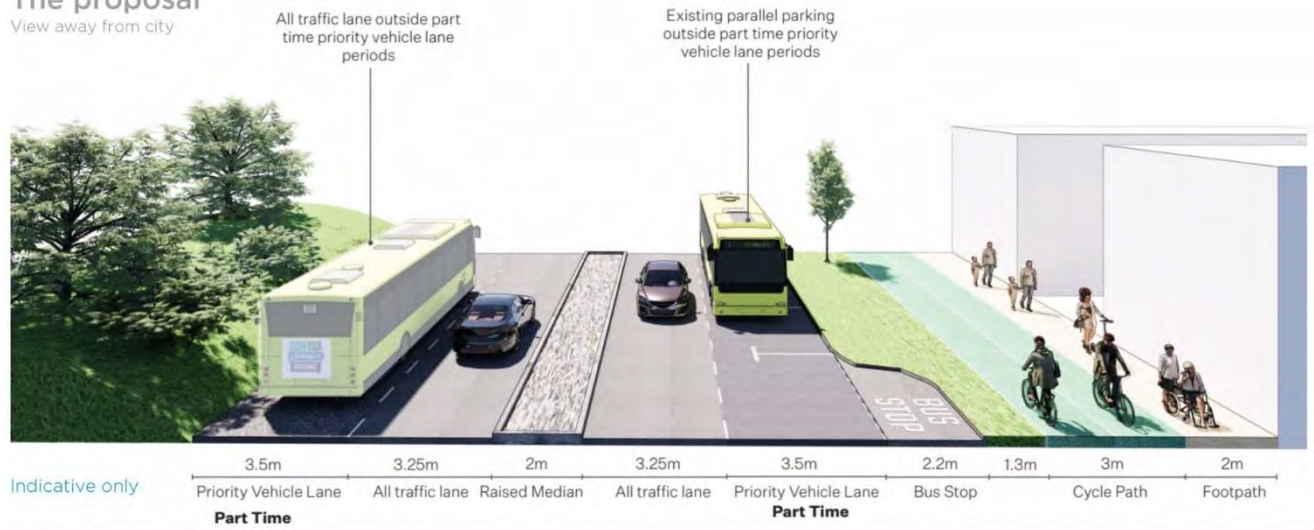
The proposal includes information about a change to the cross section of the road to include a median and also changes to some of the pedestrian crossings, and it is crucial to retain this road as an oversized freight route.

Hutt Road Cross Section

Hutt Road example 3

The proposal

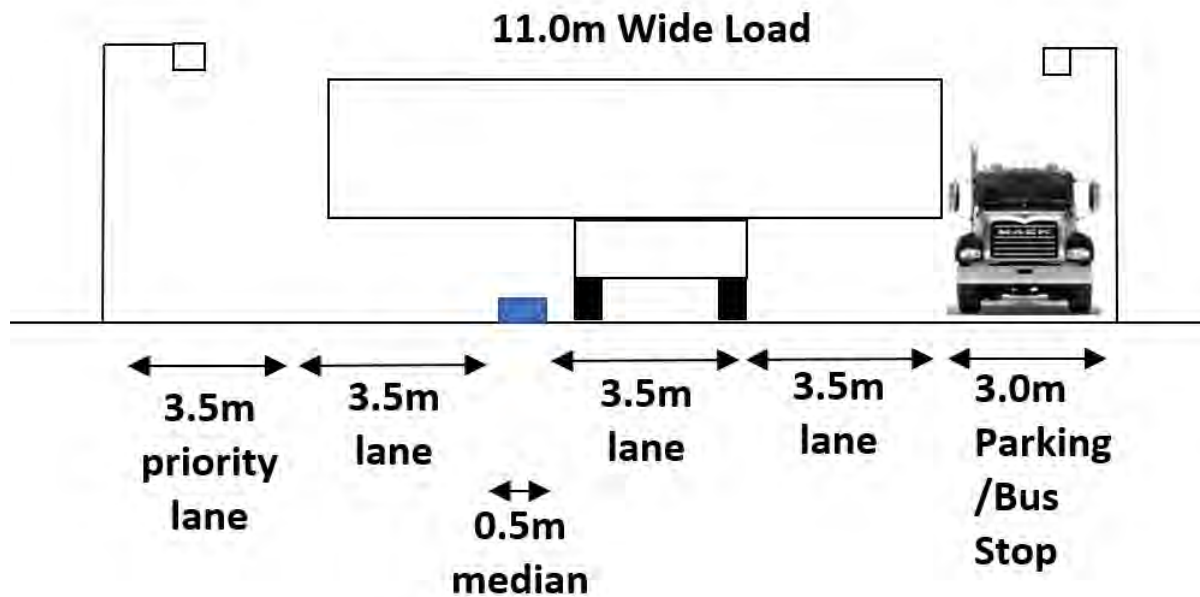
View away from city



We are pleased to see increased lane width to 3.25m from Thorndon Quay, but would still like to see this consistent at 3.5m in width to allow for oversized transporters to travel more of the time within their own lane. However, it is a big waste of space to lose 2.0m to a raised median when this valuable road space could be used for other uses. In addition, it appears that a green strip of between 1.3m and 3.5m is also being lost from being a useable transport corridor.

The Association's first preference is for the median to not be installed on this oversized route, as it forces wide oversized loads up to 11m in width to travel on one side of the road or the other. At present, all large oversized loads travel at night and down the centre of the road with load pilots to control traffic. We wish for this to continue.

If a median is to be persisted with, then it should be narrowed up to a maximum of 0.5m, which would provide a much better usage of the available 19m in kerb to kerb width - going by the above cross-section. We would prefer that the extra space be given over to parking adjacent to the southbound lane, and provide two south-bound (city bound) lanes permanently (one could be a bus-only lane at peak times). This would provide more reliable travel into the city and could be depicted as follows. In addition, provide the required clearance for oversized loads as shown below.



At night cars, vans and heavy vehicles can be parked in the parking spaces, and any high vehicles can be difficult to negotiate around. The above design with the north-bound lanes on the left-hand side, and the south-bound on the right-hand side would seem to address all these matters at once and be a better use of the available cross section road width.

Changes to Intersections and Crossings – Hutt Road

The information provided about this is light on detail, so therefore the changes must be consulted on with this Association to ensure continued passage along Thorndon Quay.

New Signalised Intersection – Tinakori/Thorndon/Hutt Road

The proposed signalisation must have suitable clearances with 11.5m in width and 6.5m in height, with no centre road poles on Thorndon Quay/Hutt Road. In addition, some oversize loads access from along Tinakori Road, so a lane that proceeds straight ahead to the north would be easier for transporters to negotiate than the current island that restricts north travelling loads.

Hutt Road/Kaiwarwhara

We would support leaving the design of this intersection as it is now, as this works for the oversize freight industry.

Existing Crossing Point on Hutt Road – By Placemakers

If this crossing is to be upgraded to a signalised one, then they must provide suitable width and height clearances, ideally with 11.5m in width and 6.5m in height, with no centre road poles or islands. We prefer roadside and overhead signals lanterns, and flat crossings. We

would not support raised platforms in this situation, as the traffic at the crossings is already to be managed by the operation of the signals to provide a safe crossing point. In addition, when there are no pedestrians then the efficiency of freight can be improved through not needing to slow down for any raised crossings. If raised crossings are contemplated then they need to be low to enable ground clearance for low loader transporters, with a height of no more than 80mm.

Hutt Road/Onslow Road Signal Upgrade

This intersection must maintain the access for oversize loads through this area coming to the CBD/Bluebridge and eastern/southern suburbs; also travelling from the City and the Bluebridge Terminal north to join SH1 and SH2 at Ngauranga.

The clearances in terms of width and height should be no less than at present, but should ideally be 11.5m in width and 6.5m in height.

Hutt Road/Jarden Mile/Centennial Highway

The changes to the signals at this intersection must maintain the access for oversize loads through this area coming to the CBD/Bluebridge and eastern/southern suburbs; also travelling from the City and the Bluebridge Terminal north to join SH1 and SH2 at this location.

The clearances in terms of width and height should be no less than at present, but should ideally be 11.5m in width and 6.5m in height.

3. Aotea Quay

The proposal calls for a roundabout to be constructed along Aotea Quay to enable better access to the Interislander Ferry. The design of this roundabout will be crucial to ensure that oversize loads and transporters can continue to be transported along this route to the Bluebridge Ferry and the City and beyond. This must be consulted on with the Association to ensure that inside aprons are suitably mountable and trafficable.

Summary

The general provisions for our requirements for oversize loads are provided in our submission, but our input into the detailed design will be crucial to ensuring that this is maintained as an oversize route.

Contact: Jonathan Bhana-Thomson, Chief Executive Ph 04 472 0366 jonathan@hha.org.nz

Feedback

1603

NAME: Lucy Alcock	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

See attached

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Kia ora

It is great that WCC is proposing to make Thorndon Quay more accessible to cyclists and pedestrians.

I have two specific points:

1. Can you ensure that the access to Sar Street is not in any way compromised, but is thoughtfully integrated. This is for pedestrians, cyclists and cars.

In particular I am concerned that the pedestrian integration is handled sensitively. At present a lot of people walk down Sar St, cross Tinakori Road, and then cross Thorndon Quay to catch buses into the city. This is a very tricky series of road crossings, and it would be great if it could be made safer.

2. In the new routes, can you please separate out pedestrians from scooters etc. Pedestrians need space and are vulnerable. Electric scooters can be super fast and cause accidents.

Kind regards,
Lucy Alcock

Feedback

1604

NAME: Maringi Brown-Sadler	SUBURB:	ON BEHALF OF: Stand Children's Services	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

See attached

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

I work on Thorndon Quay and my husband drives a bus for Tranzurban down Thorndon Quay. We submit the following:

- We feel the layout of the street could be greatly improved
- There are serious blind spots for reversing traffic, cyclists, pedestrians across the one crossing and buses pulling out of stops.
- The traffic flow lacks any risk and safety management
- The speed of cyclists through to Hutt Road is dangerously fast.
- The priority is not parking but safe dedicated areas for the mode of transport to stay safely within, with little crossing of zones

Thank you

Maringi Brown-Sadler (she/her) / Pou Kōrero
National Advisor Iwi/Maori Service Articulation / MANZASW

Stand Children's Services Tū Māia Whānau
A world strong with children

Feedback

1605

NAME: Paul Boden	SUBURB:	ON BEHALF OF: Placemakers Kaiwharawhara	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

See attached

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Hi there, thanks for coming back to me on this.

I have cc'd Don McDonald, PlaceMakers Property Manager into this email, so he can pick up on the information.

When I was speaking with Hannah last week while at LaCloche Café, she mentioned the possibility of incorporating the Current Pedestrian Crossing outside our premises, into a set of Traffic Lights at our Trade Entry/Exit, which would a) make it safer for pedestrians, and b) allow access into and out of our location.

Hopefully this is something the Council will consider.

regards

Paul Boden

Branch Operator | PlaceMakers | Kaiwharawhara/Porirua

Feedback

1606

NAME: Paul McLaughlin	SUBURB:	ON BEHALF OF: NZ Couriers	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

See attached

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Feedback

1607

NAME: Conrad Edwards	SUBURB:	ON BEHALF OF: Riai Aikido Wellington	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

See attached

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

7th June 2021

Let's Get Wellington Moving

FREEPOST 2199

Transport planning – Thorndon Quay and Hutt Road (OPE00308301)

Wellington City Council

PO Box 2199

Wellington 6140

tqhr@lgwm.nz

Re: Hutt Road proposed changes – Submission from Riai Aikido Wellington

Aikido is a Japanese martial art. The Riai Aikido Wellington Club has been serving Wellington since 1993 as a not-for-profit incorporated society.

The Club is based in a dojo in Westminster St, Kaiwharawhara, in the Animates building along with Animates, La Cloche and F45. Adult training classes are three times a week, on Monday evenings, Wednesday evenings and Saturday mornings, and children's training classes are two times a week, on Monday and Wednesday late afternoons. The Club shares the dojo premises with the Wellington Judo Academy, who train on Tuesday and Thursday evenings, and Saturday and Sunday afternoons.

At present, instructors, adult trainees and parents of child trainees park or drop off and pick up on Westminster St. Several of our members are active cyclists.

Page 13 of the Thorndon Quay and Hutt Road Consultation Document states:

“A significant safety risk for everyone, particularly for people walking and cycling, is vehicles turning right across traffic on Hutt Road, between Aotea Quay and Ngauranga, to get into or out of the businesses. To address this, we are proposing a raised central median to prevent right turns along this section of Hutt Road.”

Concerns for instructors, adult trainees and parents of child trainees:

- Northbound vehicles trying to access Westminster St will either have to park on Ngaio Gorge Road, or be tempted to pull a U-turn at the Onslow Road intersection. It is unlikely that vehicles will travel to Ngauranga in order to turn around and return to access Westminster St.
- Parents in northbound vehicles trying to drop off or pick up children from Westminster St will either wait on Ngaio Gorge Road for children (usually after dark), or be tempted to pull a U-turn at the Onslow Road intersection. It is unlikely that vehicles will travel to Ngauranga in order to turn around and return to access Westminster St.
- Northbound vehicles exiting Westminster St will be tempted to pull a U-turn at Ngaio Rd intersection. It is unlikely vehicles will travel to the proposed Aotea Quay roundabout in order to turn around to travel north.

Concerns for the Club:

- Restricted vehicular access to Westminster St will have a detrimental effect on training attendance, and eventually club membership, and hence on the ability of the club to provide a service to Wellingtonians.

The Riai Aikido Wellington Club does not support the blocking of right turning traffic into and out of Westminster St.

- We are not convinced of the alleged significant safety risk claimed by LGWM, due to the low volume of walking and cycling traffic across Westminster St intersection, the clear visibility at a long distance both ways down the cycle and foot path from the current median layovers, the clear visibility at a long distance both ways down the road from the cycle and foot path, plus the clear stop and give-way signage and markings.
- We are concerned that LGWM has not provided any data on the number of incidents that have occurred specifically between Aotea Quay and the Ngauranga / Jarden Mile intersection involving pedestrians or cyclists and right-turning vehicles. We note that LGWM has provided ample data on crashes for Thorndon Quay.
- The alleged risk to pedestrians and cyclists conversing the Westminster St intersection is the same for southbound vehicles turning left into Westminster St as it is for northbound vehicles turning right into Westminster St.
- Blocking of right-turning traffic at Westminster St intersection will encourage northbound cars wanting to access Westminster St to pull U-turns at Onslow Rd intersection rather than travel to Ngauranga, in order to save time.
- Blocking of right-turning traffic at Westminster St intersection will encourage cars exiting Westminster St to travel southbound to pull U-turns at Ngaio Rd intersection rather than travel to the proposed Aotea Quay roundabout, in order to save time.
- Both of the last will create nuisance, safety risks and unnecessary carbon emissions.

The appropriate action to manage this alleged risk is to retain or enlarge the existing layover along the median for right-turning traffic, both entering and exiting Westminster St.

Regards,



Conrad Edwards
Dojo Cho
Riai Aikido Wellington

www.aikido.org.nz

Feedback

1608

NAME: Simon Gratsounas	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

See attached

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Hello there,

I have received your letter this morning about proposed changes to Thorndon Quay.

- Totally agree with removing the angled parks and replacing with parallel parking. Reversing out of those parks is very dangerous for all.
- Add more rubbish bins on the road sides.
- Resurface the street, very bumpy and uneven, again dangerous for all users.
- Erect some weather cover at crossings and seating on the larger sidewalks, particularly on the side of Quest on Thorndon Hotel, and outside Pipitea Marae.
- Example 1 on your website I think would be the best solution.

Kind Regards
Simon

Feedback

1609

NAME: Simon Parham	SUBURB:	ON BEHALF OF: Waitomo group	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

See attached

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Hi,

Waitomo is a land and business owner on Hutt Road. We have reviewed your information on the LGWM website and I am concerned about several aspects of the plan.

Can you please send us more information with regards to the road design outside our property at 24 – 26 Hutt Road. We are particularly concerned with the raised median that runs along the middle of the road. If there are no adequate turning locations (the ability for customers to turn into the site when heading north and the ability to turn north when exiting the site), our business will be significantly impacted. If this aspects is not designed for and the project proceeds, we will be looking for ongoing compensation for the life of our asset.

I look forward to your correspondence. Can you also please log our strong objection to the current proposal.

Thanks

SIMON PARHAM
Chief Operating Officer

Feedback

1610

NAME: Stella Clark	SUBURB:	ON BEHALF OF: Just Blinds	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

See attached

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

To Whom it May Concern

We operate two businesses out of our premises at 29 Hutt Road.

Both businesses combine office, sales and installation staff, and both receive deliveries on a regular basis, often from big trucks. Use of the premises changes throughout the day, with installers often coming early in the morning to load up and departing for most or all of the day, sales staff coming and going as they meet with prospective clients, and some office/managerial staff spending most of the day at the office

Our main concern with the proposed changes is parking and access to our premises. Our part of Hutt Road travelling north is entirely populated by businesses who rely on parking being available both for our own vehicles and for customers. The southbound, paid parking is already available only after 9. If we were to lose parking on the northbound lane, even just in rush hour, this would severely compromise our ability to operate our businesses. The volume of buses does not justify dedicated bus lanes and there is already a cycle way in place which is more than sufficient for the small numbers of cyclists using it with ample room for more.

We have read and support the submission put forward by Capital Scaffolding, which covers all the above issues.

29 Hutt Road is not only the showroom and offices for Just Blinds and Eco Doors and Windows, but the warehouse and base for our teams of installers and salespeople, all with vehicles.

Implementation of these measures may make it impossible for us to continue to operate from this site, where 20 people are employed.

Regards

Stella Clark
Manager

Feedback

1611

NAME: Trevor Heap	SUBURB:	ON BEHALF OF: Highenergy electrics	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

See attached

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Hi

I don't know if I'm bringing this up in the right place.

If not please direct me where to bring this up.

The problem we have is on the conner of Pickering street and Kaiwharawhara road.

This all about Cyclist safety.

I have seen about 5 cyclists have accidents at this conner with either cars pulling out or turning into Pickering street.

As usually both lanes have traffic in them it is very hard to see a cyclist speeding by in between and the left-hand side of the stopped cars waiting for the traffic lights.

Turning out of Pickering street you could have sun strike first thing in the morning (this has been reported to me by a few of my men who have had this happen)

Lucky no accidents.

Turning into Pickering street its mainly it's the speeding cyclist you just don't see as they don't spot at the clear way..

I don't know a fix.

Maybe 1 lane to the traffic lights,

Extend the no stopping area on this intersection further up Kaiwharawhara road so the cyclist are more visible.

I would suggest signage for the cyclist warning them about the intersection, but I don't think that would work

Or removing the clearway but this would cause traffic flows on the Hutt road to clog up when turning in traffic can't access Pickering street

Please consider this as part of your improvements.

Cheers Trev

Trevor Heap - Director

Feedback

1612

NAME: Christine Fox	SUBURB:	ON BEHALF OF: Tenths Trust and Palmerston North Reserves Trust	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

See attached

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Kia ora Seb

U7678 Submission on the Thorndon Quay Hutt Road proposal

Made on behalf of the Wellington Tenth Trust and Palmerston Māori Reserves Trust

Cycling behaviour and risks to pedestrians

- Very concerned that the proposal will increase the risk to pedestrians, particularly the risk of being hit by cyclists
- Suggest that Let's Get Wellington Moving (LGWM) consider ways to improve cycling behaviour, for example speed restrictions and speed bumps on the cycle way
- Want LGWM to consider other ways to improve the safety and improved accessibility for pedestrians such as additional or raised pedestrian crossings
- Scooters also present considerable challenges to pedestrians

Facilities

- Asks whether there is any intention to improve facilities along Thorndon Quay and Hutt Road, such as toilets and EV charging stations or bike sheds/co-share facilities and parking hubs away from the CBD
- Concerns for accessibility for those with mobility challenges

Pipitea Marae

- Note that Pipitea Marae host significant national events (sometimes in conjunction with the New Zealand Parliament) which involves a large number of people being hosted at the Marae. There is a concern that the proposed changes will impede the ability to continue to host these important events and to do so safely as this would impinge on cultural rights.
- Pipitea Marae has an arrangement whereby the parking outside the Marae is not metered by WCC during certain events and requests that this arrangement continues.
- The proposed evening peak hour bus lane may also negatively affect the Marae's ability to operate as it will remove parking facilities during certain times of the day.
- Request the LGWM works with Pipitea Marae to find reasonable way forward for these issues and work together to find solutions and opportunities, for example creating a 'safe zone' around Pipitea Marae.

Future development

- Wellington Tenth Trust and Palmerston Māori Reserves Trust are considering multi-storied developments on land we own along Thorndon Quay and wish to ensure that the proposed changes do not impede the ability for these developments to occur
- In particular we wish to ensure that issues around parking, three waters and other infrastructure are suitably set up for future developments
- Developments could include accommodation, retail, commercial space with parking

Engagement

- We are concerned that LGWM has not engaged with us as Ahu Whenua Trusts and request that LGWM reconsiders how it has structured its relationship with mana whenua as part of the project

Naming

- Suggest that LGWM consider renaming the Thorndon Quay area or incorporating the name 'Haukawakawa'

Thank you for this work Seb.

Christine Fox

Trust Secretary

Feedback

1613

NAME: Margaret Evison	SUBURB:	ON BEHALF OF: Individual	ORAL SUBMISSION No
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Do you support the proposed change to parking on Thorndon Quay?

See attached

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Thanks for your acknowledgement of my feedback on the Thorndon Quay/Hutt Road proposals.

We would really like to see more urgent action on pedestrian facilities at the junction of Tinakori Road and Thorndon Quay.

With ever increasing volumes of traffic, it has become really difficult to get across to the bus stop near Guthrie Bowrons from the Sar Street side.

The nearest pedestrian crossings are 2 bus stops away in either direction. This really is inadequate provision on a busy arterial road. We would like the Council to take some action before the end of the year to reduce the risk we run in trying to use public transport.

Thanks.

Margaret Evison

Feedback

1614

NAME: David Pearce	SUBURB: Thronon	ON BEHALF OF: Bordeaux Bakery	ORAL SUBMISSION
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Do you support the proposed change to parking on Thorndon Quay?

See attached

Do you wish to make any comments about this Thorndon Quay parking change?

If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?

Thorndon Quay Crashes & Parking Analysis

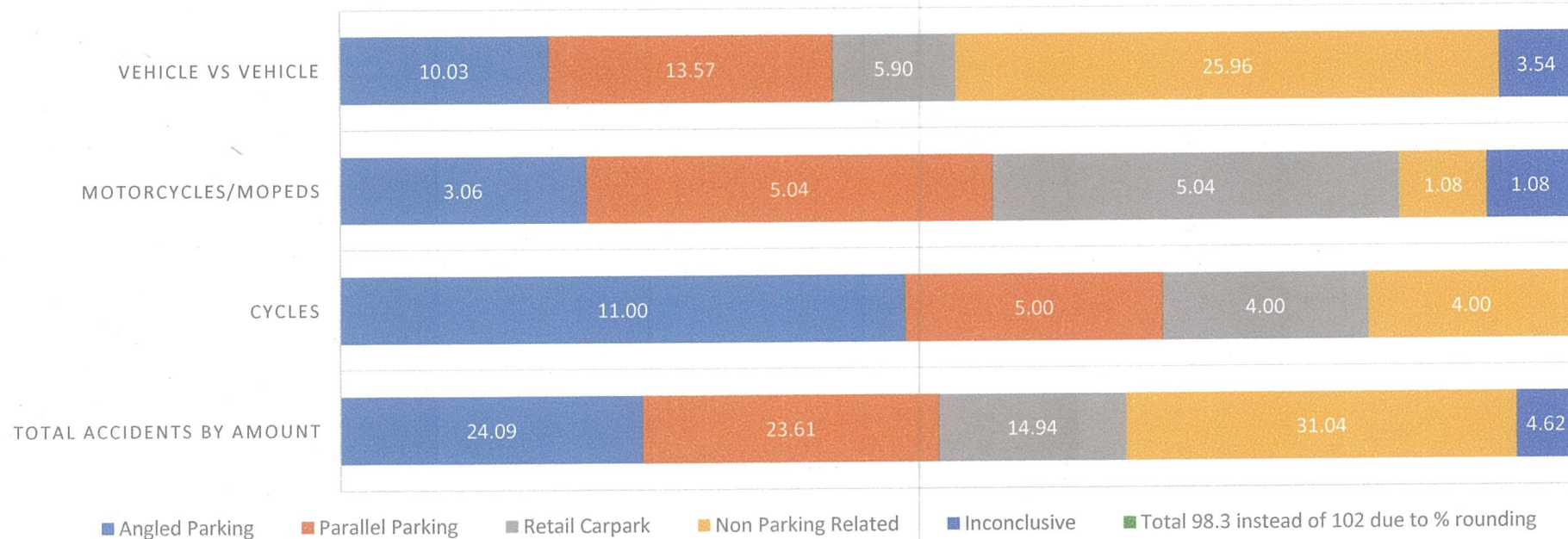
All data taken from the Thorndon Quay Crashes & Parking Analysis
And TR53-21 Thorndon Quay Pipitea

Key Findings

- The data used to justify the removal of 178 carparks is based on data collected during a covid restriction period.
- Parallel parks on Thorndon Quay are more dangerous on a per car park basis.
- Parallel parks caused 22 accidents per 100 parks over the last 10 years
- Angle parks caused 9 accidents per 100 parks over the last 10 years
- 25% of serious injuries from cycling involves just the cyclist and 3 out of 25 cycle crashes involves just the cyclist.
- TR53-21 state that there will be 202 parallel parks, yet TQ Crashes and Parking analysis states a 35% reduction in carparking. This is incorrect 202/380 is a 47% reduction.
- The \$74,000 loss in revenue is incorrect. Based on this **covid restricted** data it will in fact be \$217,173.60 per year.
- 44% of all crashes are unrelated to parking.
- Parallel parking makes up 50% (24 of 48) of all parking crashes but is only 28% (106 or 380) of parking
- 3.26 less crashes over 10 years is all we can expect.

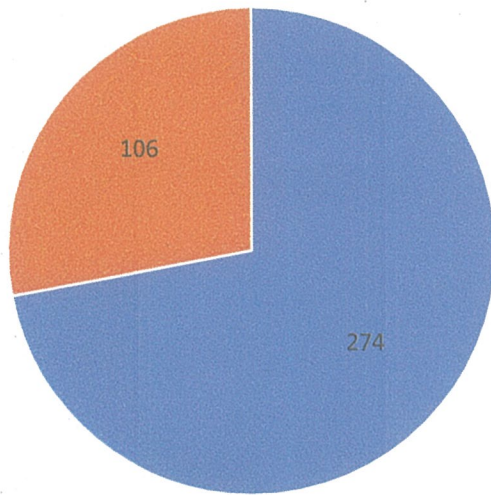
Figure 5 Thorndon Quay Crashes 2011-2021

CRASHES BY TYPE 2011-2021



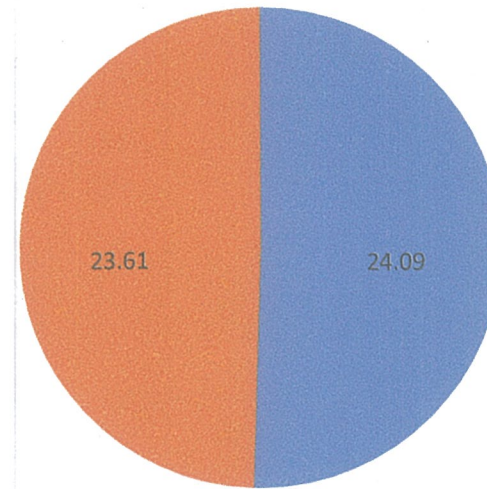
Number of Crashes by Park type 2011-2021

The number of Angled vs Parallel Parks



■ Number of Angle Parks ■ Number of Parallel Parks

The number of crashes by Park type



■ Number of Angled Crashes ■ Number of Parallel Crashes

- From this pie chart we can clearly see that on this particular section of road parallel parking causes as many crashes as angled yet there are less parallel parks. If we take the amount of total angled crashes from 2011 to 2021 which is 24.09 and divide this by the number of parks 274 we can ascertain that for every 100 car parks we can expect 9 crashes over 10 years. Then if we look at total parallel parking crashes during the same time we can see that 23.61 crashes over 106 parallel parks means that there are 22 crashes per 100 parks over 10 years.
- From this we can extrapolate that in the next 10 years from the proposed 202 ($202/100 \times 22$) parallel parks we can expect 44.44 crashes or 3.26 crashes less than the 47.7 on the existing section.
- **3.26 less crashes over 10 years from parking or .33 crashes per year**

Parking Usage and Revenue

- The data set collected to justify the reduction of car parks from 380 to 202 or a 47% reduction is based on 1st September 2020 to 31st October 2020.
- The whole country was at Covid alert level 2 from 30th August until 21st of September 2020 and Auckland was in and out of Alert level 1 and 2 until 7th of October. The trading conditions for business along Thorndon Quay during this time was erratic and unpredictable at best from covid. This entire data set has been collected at one of the worst times possible and as such should be considered tainted at best, at worst its use is unacceptable. It seems doubly unfair that business have suffered from the effects of covid and that very suffering is being used to remove carparks vital to those businesses' very survival.
- Table 4 predicts \$1,206,520 revenue per year from carparks and predicts a 6% reduction in revenue based on a 35% reduction in car parks. This is actually 47% reduction (202/380) when you take into account the TR53-21 Thorndon Quay Pipitea. The amount of revenue drop will be considerable. A further 12% drop (35%-47%) on top of the predicted 6% loss will mean an 18% drop or \$217,173.60 reduction in revenue.

In conclusion

- The biggest error from this analysis is that the data set used to justify less carparks is fundamentally wrong because it was based on **covid restricted set of data**. All assumptions of impact to business, peak use time, capacity vs optimization and visitor patterns is badly flawed. A new untainted set of data needs to be used before any conclusions around carpark visitors can be established.
- The purpose of the paper Thorndon Quay Crashes and Parking Analysis was to analyze how converting the angle parking to parallel parking will affect safety and parking usage on this street. Yet a lot the analysis focused on cyclists to the exclusion of the totality of the data. It almost seems that someone had a desired outcome and tried to make the data fit.
- The data actually shows that parallel parks are less safe overall. And the outcome of removing 47% of the carparks is a reduction of crashes from 102 to only 98.74.
- The actual revenue drop will \$217,173.60 per year and is based on **covid restricted data**. This is a lot more than suggest and even with a projected ACC saving of \$170,000.00 there is still a net loss.
- One thing is perfectly clear – reducing carparks by 47% will absolutely and materially affect the very businesses on Thorndon Quay. Yet no one has asked businesses or asked for economic impact report.