



**Coutts Street consultation
November 2017**

53 public submissions received

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Coutts Street consultation
Submission

1

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street? Yes
Comments: Not answered

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level? Below footpath level
Comments: Good to have clear separation between users to avoid conflict and increase safety

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network? Very important
Comments: Key connector route to airport tunnel and to schools in the area

Other comments

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

Coutts Street consultation
Submission

2

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
Yes

Comments:
- This provides a good connection between Kilbirnie and the underpass to Miramar. Leonie Gill is a less direct route. - Consider alternatives to the roundabout at Tirangi Rd: a Dutch style protected intersection, or raised tables to provide priority for pedestrians and cyclists. - As it's an arterial route, car parking should not be a priority. - The physical buffer between the parking and cycleway is important.

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
Below footpath level

Comments:
important to differentiate between footpath and cycleway

Network importance

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

Comments:
Not answered

Other comments

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

Comments:
Not answered

Coutts Street consultation
Submission

3

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
No

Comments:
Just narrow the footpath a bit and keep parking beside the kerb to increase the existing traffic and cyclelanes.

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
No preference

Comments:
Not answered

Network importance

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

Comments:
Not answered

Other comments

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

Comments:
Not answered

Coutts Street consultation
Submission

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
Yes

Comments:
As a cyclist and driver using this route I support the plans here. I think real care needs to be taken at the intersections where the cyclelane crosses. There should be maximum visibility of cyclists at intersections with road markings, so cyclists are not obscured behind parked cars.

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
No preference

Comments:
Not answered

Network importance

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

Comments:
Not answered

Other comments

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

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?

Yes, but with changes

Comments:

I've commented before but the more I think about this the more I feel this design is great, except that it runs out when it really matters. The intersection designs are really, really poor. Not only will they hinder adoption (one poor intersection is enough to put off many of the 'interested by concerned' riders), but a roundabout is about the worst possible option for the middle of a cycleway. In particular, the roundabout on this route has recently been widened for the new bus network, but this will simply further increase speeds and the distance between the protected cycleways. It would be safer returned to a 4-way junction with priority to Coutts st, that way cycleway traffic to the tunnel would always have the right of way. The bus turning (if it is for a U turn as I've been told) could be done elsewhere, such as the T intersection outside the airport tunnel. Likewise at Te Whiti St, the right-hand turn as designed is just dangerous. The current arrangement at least provides somewhere to stop if, as is often the case, there is heavy traffic behind you, just pushing into the lane and hoping for the best is NOT OK. The carparks need to be removed across the top of the T and the cycleway continued, so people on bikes can either take the lane or wait as appropriate.

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?

No preference

Comments:

I think below footpath level would reduce pedestrian use slightly, but I'm not fussed as it also makes avoiding trouble harder.

Network importance

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

Very important

Comments:

This is an existing part of the city-to-airport link. However if a better link across Cobham Dr ever comes, it might find itself bypassed.

Other comments

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

Comments:

A good design compromised by attempting to retain parking and chickening out of dealing with intersections, which is where the accidents actually happen.

Coutts Street consultation
Submission

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
Yes

Comments:
Not answered

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
Below footpath level

Comments:
Clear separate between people on foot and on bikes

Network importance

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

Comments:
Direct link through the suburb and to the airport pass is important.

Other comments

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

Comments:
The roundabout will be the worst part of this. What can be done to improve this?

Coutts Street consultation
Submission

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NAME: Anon	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL PRESENTATION: Not applicable
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Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
No

Comments:
There is currently no issue for cyclists and narrowing the road is dangerous given the number of trucks that use it

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
Below footpath level

Comments:
Anything to stop bikes riding into pedestrians as they race to overtake slower bikes in front

Network importance

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

Comments:
Cycleways inhibit the efficient operation of public transport

Other comments

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

Coutts Street consultation
Submission

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
Yes

Comments:
Important link from Strathmore/Seatoun to city, to connect up to new Rongotai road/Crawford road paths

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
Below footpath level

Comments:
Makes it more likely pedestrians check before stepping on to path.

Network importance

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

Comments:
Not answered

Other comments

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

Comments:
Not answered

Coutts Street consultation
Submission

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
Yes

Comments:
Yes. This design looks much safer, particularly for children. Moving the curbs will show drivers where the edge of the road is, unlike Island Bay cycleway which left drivers unsure about where the cycle lanes began.

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
At footpath level

Comments:
Clearly coloured or marked pathways seem more important than split level surface. Seems safer and more economical to build one flat surface. I'm not convinced of the benefit to build a split level surface.

Network importance

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

Comments:
Safety for children around this area is important.

Other comments

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

Coutts Street consultation
Submission

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NAME: Bridgette Ward	SUBURB: Miramar	ON BEHALF OF: Individual	ORAL PRESENTATION: Not applicable
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Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street? No
Comments: Not answered

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level? Not answered
Comments: This is already a high volume traffic area that doesn't need further congestion

Network importance

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

Other comments

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

Coutts Street consultation
Submission

NAME: caroline	SUBURB: Hataitai	ON BEHALF OF: Individual	ORAL PRESENTATION: Not applicable
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Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street? Yes
Comments: Great design

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level? Below footpath level
Comments: Not answered

Network importance

How important is it to make these improvements as part of a safer city-wide cycling network? Very important
Comments: A crucial part of a safe network from East to central wellington

Other comments

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

Coutts Street consultation
Submission

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street? Yes
Comments: Not answered

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level? No preference
Comments: Not answered

Network importance

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

Other comments

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

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
No

Comments:
I think this type of design increases risks to both cyclists and car drivers. It takes away personal responsibility and awareness. Cyclists are road users and that is where the path should be, on the road not inside of parked cars.

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
At footpath level

Comments:
I don't like either but you have not given the option to not change where bikes travel.

Network importance

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

Comments:
I think this type of setup for a bike lane needs to be rejected. It has been an abject failure in Island Bay and is dangerous.

Other comments

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

Coutts Street consultation
Submission

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
Yes, but with changes

Comments:
If you have a nice cycleway make it continuous. Don't spit cyclists out onto the road with a sharrow. Might as well scrap the whole thing in that case. Also, plant some trees!

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
At footpath level

Comments:
Option B is dangerous

Network importance

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

Comments:
Not answered

Other comments

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

Comments:
Not answered

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?

Yes

Comments:

Not answered

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?

Below footpath level

Comments:

Gives separation between the two paths

Network importance

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

Very important

Comments:

Not answered

Other comments

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

Comments:

Not answered

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

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?

Yes

Comments:

Not answered

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?

Below footpath level

Comments:

Below footpath helps delineate the cycleway better. A low angled kerb separation is better

Network importance

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

Important

Comments:

Not answered

Other comments

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

Comments:

Not answered

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
Not answered

Comments:
Thanks for the letter regarding bike lanes in Yule Street - this sounds great! As you review the streets in Rongotai, please consider making the intersections of the north/south roads with Coutts street safer. It is so difficult to pull out into it, particularly when the local garage parks cars along the Rongotai College side. The T junctions are set far back and you have to pull out quite far to have a good view down the road, which can also be dangerous as cars pick up speed along that straight stretch. Its an accident waiting to happen.

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
Not answered

Comments:
Not answered

Network importance

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

Comments:
Not answered

Other comments

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

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
dontspamme@gmail.com	Hataitai	Individual	Not applicable

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?

No

Comments:

Many cyclists will still travel on the carriageway, thus slowing down motorised traffic on a narrowed road. If the cycleway is at footpath height cyclists will just veer on to the footpath whenever they feel like it. As Island Bay has shown, kerb-side cycleways are a really DUMB idea in a residential area with lots of driveways. Kerbside cycleways are also a hazard for people getting on or off a bus.

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?

Below footpath level

Comments:

If it's at footpath level cyclists will just ride all over the footpath. I see this being a problem with families in particular, since small children don't have a clue about their own personal space.

Network importance

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

Not important

Comments:

Cycling will never be popular with most people, given Wellington's weather, topography, family time constraints and fitness levels. MAMILS will still ride all over the road regardless of any 'safety' measures put in for their protection. No route can be made completely separate from traffic - there will always be intersections, road works and other hazards.

Other comments

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

Comments:

Just leave it alone. It's a wide street that functions perfectly well as it is.

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
No

Comments:
I B disaster in the making

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
Not answered

Comments:
Not answered

Network importance

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

Comments:
Not answered

Other comments

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

Comments:
IB

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
Yes, but with changes

Comments:
The overall solution for Coutts Street looks like a good improvement on the current situation. We recommend adding raised tables wherever the bike lane crosses the mouth of a road, to slow traffic and make it clear that bikes have priority over turning vehicles. The turning from Coutts Street into Te Whiti looks dangerous. This road carries a lot of traffic and buses, and many people on bikes will be school kids. Can you remove a couple more parks to put safety first? Extend the protected cycle lane until it's opposite the mouth of Te Whiti Street, so school kids don't have to merge with traffic next to parked vehicles and wait to turn in the middle of the road. Instead, provide a place for them to wait safely on the far left of the road before turning into Te Whiti. Where bike lanes pass beside bus stops and people on bikes must share with walkers, please paint solid red and add give way signs and hold rails for bikes, as you've done on Victoria Street in the CBD. We also think you can create a much safer solution for the roundabout at the Tirangi Road intersection. At the roundabout, school children must merge with heavy traffic. Consider instead this dutch design: <https://www.youtube.com/watch?v=FIApbxLz6pA> This design requires more change than you currently propose, but it protects our most vulnerable road users by making both walking and cycling easier. If for some reason you aren't able to accommodate this design, you must at least use raised tables before the intersection to slow traffic to a more suitable speed. Add four pedestrian crossings, one at each roundabout exit, to further slow traffic.

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
Below footpath level

Comments:
Height separation between spaces for people walking and biking is important for reducing confusion and reducing the risk of collisions.

Network importance

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

Comments:
Not answered

Other comments

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



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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
Yes, but with changes

Comments:

I agree with this proposal and think combined with other changes it will make cycling from suburbs to city much more attractive and safer. I agree with other comments that the junction with Te Whiti needs more work, with a waiting area for turning marked for cyclists. Junctions where cycle options just 'run out' are dangerous and confusing. Also agree that cycle lane must be a different colour and consistent across city.

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?

Below footpath level

Comments:

Below footpath level will discourage pedestrians from spilling into the cycle way, reducing risk of accidents.

Network importance

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

Very important

Comments:

Not answered

Other comments

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

Comments:

Not answered

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?

No

Comments:

I live on coutts st and we all ready have recently layed bike lanes on both sides of road that 1 in 10 use, most ride the footpath,especially the adults and school kids , in the twenty plus yrs,I've never seen a accident in volving cyclists..don't change what doesn't need change,waste of money

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?

Not answered

Comments:

No change

Network importance

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

Not important

Comments:

Not answered

Other comments

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

Comments:

Not answered

Coutts Street consultation
Submission

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
No

Comments:
It's fine the way it is. Leave it alone. It's going to be a shambles just like island bay. The council are ruining Wellington!!!!

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
No preference

Comments:
Don't make an changes. Cyclists won't use it anyway

Network importance

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

Comments:
You are going to get new people hurt or even killed if you do this. Just like island Bay

Other comments

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

Comments:
Leave it how it is!!!

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
Yes, but with changes

Comments:

Yes a separated bike path between parked cars and the footpath is much safer. Make sure the bike path is at a different height or clearly differentiated from the footpath, to avoid pedestrians straying into the bike zone.

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?

Below footpath level

Comments:

Height difference between walking and bike path will assist in ensuring pedestrians don't stray onto bike path. Perhaps also make the walking path a different colour shade to the bike path, to visibly present the differing functional use?

Network importance

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

Very important

Comments:

Will be a great improvement for cyclists to get around this part of Kilbirnie

Other comments

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

Comments:

The area around the pedestrian crossing/dairy doesn't seem well documented. It's confusing what is happening there. The bike path needs to continue through there without pinchpoints or signage confusion.

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
Yes

Comments:
This is great - about time!

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
Below footpath level

Comments:
It'll help keep people on foot and on bikes feeling safe.

Network importance

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

Comments:
This is our airport route. It should be as safe as driving!

Other comments

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

Comments:
Not answered

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?

Yes

Comments:

A protected design is the right one for this busy and important link used by school pupils.

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?

Below footpath level

Comments:

Better separation of people walking and biking is better for both.

Network importance

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

Very important

Comments:

Not answered

Other comments

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

Comments:

Please add a safer way to turn from Coutts St into Te Whiti, and a safer intersection treatment at the roundabout with Tirangi Road.

Coutts Street consultation
Submission

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
Yes

Comments:
For safe cycling there needs to be separate infrastructure on the major roadways.

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
No preference

Comments:
Not answered

Network importance

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

Comments:
Not answered

Other comments

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

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Joel Miller	Thorndon	Individual	Not applicable

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?

Yes, but with changes

Comments:

This mostly looks like a very good plan, with separated bike paths on both sides of the road. I would advocate removing one of the car parking lanes to be able to make the walking and cycling paths a little wider, but I understand that this is difficult politically. The one major concern is what happens at the ends of this stretch of Coutts Street. Keeping the roundabout in place and having the bike paths merge into the car lanes while three of the four arms have separated cycling infrastructure seems silly and unsafe. Why not investigate using one of the Dutch-style treatments at this intersection to keep bikes and cars separated? If traffic signals aren't appropriate, how about a raised platform with right of way for cyclists and pedestrians crossing the four arms of the roundabout? Also the right turn into Te Whiti Street needs to be better thought out. Rather than having to merge with the general traffic, there should be a marked crossing with waiting areas as appropriate. Finally, I ask that the bike path is a consistent colour across its entire length. My preference is for a layer of red dyed asphalt as it be smooth and long-lasting. In any case, we need to come up with a standard colour and treatment for bike paths and use it consistently across the city, rather than the mess of green and grey and black we have at the moment.

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?

Below footpath level

Comments:

In general, I like the three level approach, putting motorists, cyclists and pedestrians each on their own level. This makes it clear where everyone should be and should make people feel safe. It is important that the curb between the bike path and the walking path is angled and mountable in case the extra space is needed to avoid an obstacle or overtake on the relatively narrow bike path.

Network importance

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

Very important

Comments:

This provides an important link underneath the runway and into Strathmore.

Other comments

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

Comments:

Not answered

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
No

Comments:
Not answered

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
Not answered

Comments:
Not answered

Network importance

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

Comments:
Not answered

Other comments

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

Comments:
Not answered

Coutts Street consultation
Submission

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
No

Comments:
Not answered

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
Below footpath level

Comments:
Not answered

Network importance

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

Comments:
Not answered

Other comments

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

Comments:
Not answered

Coutts Street consultation
Submission

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
No

Comments:
We think Coutts St works well as it is, and once again, people will lose their car parks. Almost 1/3 of car parks are being done away with.

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
No preference

Comments:
No

Network importance

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

Comments:
No

Other comments

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

Comments:
Removal of car parks exacerbates an already tight parking situation.

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
No

Comments:
Not answered

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
No preference

Comments:
Not answered

Network importance

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

Comments:
Not answered

Other comments

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

Comments:
Not answered

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?

Yes

Comments:

This is a main commuting route from the Eastern Suburbs and for safety needs separated cycleways on both sides. The plans look good

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?

Below footpath level

Comments:

It's important to have something that helps pedestrians know not to wander into the cycle lane, but this may not be the only option. Whatever has the best evidence

Network importance

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

Very important

Comments:

Wellingtonians need better commuting routes in order to encourage active transport and healthy lifestyles. These routes need to be safe, thus protecting cyclists from cars and trucks.

Other comments

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

Comments:

In the airport tunnel - please re-instate the dropped curb at the miramar end as those of us walking to the airport with our wheelie bags need smooth access to the next stretch of pavement and it's a pain to have to lift the bag onto the footpath. Also, people with pushchairs and wheelchairs need to be able to get up and down easily. When you make the lowered curbs always make them flush with the road - not with a 5-10cm bump up.

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
Yes

Comments:
Not answered

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
Below footpath level

Comments:
Not answered

Network importance

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

Comments:
Not answered

Other comments

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

Comments:
Not answered

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?

Yes

Comments:

Important connection to the growing network

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?

Below footpath level

Comments:

Where a lane is fully separated from cars, I believe at road level is the most appropriate to maintain separate lanes

Network importance

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

Important

Comments:

This change may be controversial for loss of parking, but safe travel is more important than car storage

Other comments

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

Comments:

Great to see connections being made

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
No

Comments:
Remember the Island Bay fiasco! Kerbside cycle lanes with car parking between them and the road are dangerous! Also, the narrowing of the main carriageway will produce problems - it's a fairly busy street. Cyclists manage all right at present. Have there been any problems? (I.e. how many crashes, collisions, etc have there been in the last few years?)

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
No preference

Comments:
Not answered

Network importance

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

Comments:
Not answered

Other comments

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

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
Yes

Comments:
Physical separation is essential to make this design work.

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
Below footpath level

Comments:
Not answered

Network importance

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

Comments:
Coutts St is an essential part of the Eastern suburbs network.

Other comments

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

Comments:
Not answered

NAME:	SUBURB:	ON BEHALF OF:	ORAL PRESENTATION:
Pete Burtonwood	Wadestown	Individual	Not applicable

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
Yes

Comments:
Not answered

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
At footpath level

Comments:
Not answered

Network importance

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

Comments:
This is a busy road with traffic often travelling above the posted limit. A safe arterial route design, for all traffic modes, is essential.

Other comments

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

Comments:
Not answered

Coutts Street consultation
Submission

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

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
No

Comments:
This is going to annoy the residents. Best option is the go through the college to the leone gill cycleway. This would also avoid the roundabout at tirangi road which is very busy at times with large vechicles

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
At footpath level

Comments:
this is going to be another Parade. just go through the college then you have the connection to the beach too

Network importance

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

Comments:
Not answered

Other comments

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

Coutts Street consultation
Submission

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

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street? Yes
Comments: Not answered

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level? At footpath level
Comments: Not answered

Network importance

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

Other comments

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

Coutts Street consultation
Submission

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
Yes, but with changes

Comments:
Cyclist and pedestrians need to have some greater separation along this route

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
Below footpath level

Comments:
I consider that clear delineation between the footpath and cycleway is necessary. This needs to be carefully considered so that it does not result in a trip hazard.

Network importance

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

Comments:
Not answered

Other comments

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

Comments:
Not answered

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
Yes, but with changes

Comments:

Sorry, but I don't think this one is quite right. I expect kids will ride the parallel Leonie Gill route, so this route would cater for faster cyclists who value the direct route more. Mixing them at the same level as pedestrians, especially near a school where kids will wander from side to side seems like inviting trouble.

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?

No preference

Comments:

Not at same level because college kids and other pedestrians will naturally wander from side to side, and the cyclists on this route will likely be faster than the kids on the Leonie Gill pathway, so that would mean collisions or at least frustration. And not a 50mm lip because recent Wellington experience is that too many cyclists do not perceive 50mm kerbs and crash into them

Network importance

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

Moderately important

Comments:

The route via the Leonie Gill pathway seems a higher priority to encourage cycling

Other comments

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

Comments:

Not answered

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
Yes, but with changes

Comments:

A fantastic design that takes advantage of the available width to provide cyclists good protection from other traffic.

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?

Below footpath level

Comments:

Difference between foot and bike path should be minimum as part the attached photo taken in Holland

Network importance

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

Very important

Comments:

This is an important part of the cycle network

Other comments

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

Comments:

The roundabout is a dangerous feature and ideally should be replaced with an intersection with stop signs



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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
Yes

Comments:
Not answered

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
At footpath level

Comments:
Better arrangement than having kerbs at each side of cycleway if inexperienced cyclists drift to one side or the other of cycleway.

Network importance

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

Comments:
Need connected cycle routes. Best to keep cycleway on footpath side of parked vehicles (like Island Bay) to encourage new cyclists who are afraid of travelling in traffic.

Other comments

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

Comments:
Much better design than current arrangement for pedestrian crossing at Rongotai College which is hairy to cycle through at present with following vehicle traffic.

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?

Not answered

Comments:

Not answered

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?

Not answered

Comments:

Not answered

Network importance

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

Not answered

Comments:

Not answered

Other comments

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

Comments:

Not answered

Submission Re “Coutts Street – Kilbirnie Connections”

Reference Number: TR172-17

From: Ross Petherick, 0275429260 ross.petherick@xtra.co.nz

I am a Strathmore Park resident, who commutes to and from work in town on a daily basis. I would rate myself as a confident cyclist, and as a result, I find the current layout reasonably OK, but still agree that there are room for improvements.

I ride this route between Strathmore and the Central City all year round at least 2-4 times a week in both directions (the rest of the time I use Cobham drive if weather is nice). I have observed a number of things with the current layout and traffic flows, and also reviewed the proposed design and as a result have some suggestions that I think should be taken into account for any final detailed designs.

NOTE: I have also ridden this route with my children (getting to and from Kilbirnie park for sports etc) and agree that the current design is NOT suitable for children or less confident cyclists given the volume, speed and type of traffic (trucks especially) on this route. Therefore, whilst I would be happy for tweaks to be made to the current cycleway, kerb side lanes will benefit more people, provide a bigger step in safety in the area, and hopefully encourage more people to ride.

Points I would like to raise are:

Point 1: Bridge Street/Coutts Street (North side) intersection.



I have had a number of instances of people exiting Bridge Street onto Coutts Street and “not stopping” and then gesturing that they “did not see me” even though I was in the middle of the lane eastbound on Coutts St. Having the cycle lane closer to the houses/footpath may make this even more of an issue.

Proposed Solution 1: Keep proposed layout, but put a raised pedestrian AND cycleway across the T-Intersection at Bridge Street, thus forcing cars to slow more as the exit or enter Bridge Street across the proposed cycleway.

Point 2: Airport Parking near to the entrance to the Airport Underpass/Subway.



The changes to the underpass to remove the bars has been a great improvement to allow cyclists to smoothly enter the tunnel. But in recent weeks, I have been noticing more and more cars parking right near to the tunnel exit. This is because the broken yellow lines do not actually extend all the way to the tunnel entrance, nor do the painted lines indicating the cycleway. People in cars therefore think they can legally park right near to the entrance.

Proposed Solution 2: Ensure as part of the changes to this section, that the appropriate road markings are extended right to the tunnel entrance so it is clear where parking is allowed, and where the cycleway is.

Point 3: Tirangi Road/Coutts Street roundabout (North side)



Noted that most of the traffic on Tirangi Road that is heading North and turning to Coutts street to Kilbirnie. However, I have seen a number of near misses where people on Tirangi Road entering the intersection from the North have pulled to far forward into the roundabout, and almost be hit by cars on the roundabout. I myself have also had to avoid cars who have “not seen me” and moved into the roundabout.

Also noted that where someone does shoot straight ahead (from the South) along Tirangi road and NOT turn left into Coutts Street instead, that can often catch people out too, especially with the lack of skill when it comes to indicating by many people!

Proposed Solution 3: In order to improve safety of cyclist using this section of the cycleway as it passes through the roundabout, maybe consideration could be given to installing a raised pedestrian crossing across Tirangi road on the Northern side, but given the roundabout here, propose this is JUST to the North of where cyclist would be crossing. This would also then benefit those pedestrians who go from Kilbirnie/Rongatai School and then use the tunnel to reach Miramar and Strathmore. It would also slow traffic as they enter the roundabout from the north, as well as those travelling North from the roundabout.

NOTE: Given the traffic volumes on the Southern side of the roundabout, and the fact it is used by busses and trucks, I am NOT suggested a raised “crossing” be implemented here on Tirangi Road.

Point 4: Not so much an issue, but something posed in the “Proposed Traffic Resolution”:

“Along with whatever other feedback you have, we are keen to know whether you would prefer to see these paths built at the same level as the footpath or with a slight 50mm difference in height.”

My view is that such small differences in height in the middle of a shared pathway are a SIGNIFICANT RISK for cyclists! Just look at some of the issues caused in the National War Memorial Park area where similar small level difference was used, and many people have been caught out and fallen off their bikes as a result.

Proposed Solution 4: NEVER implement a 50mm step in the middle of a shared path. You will just cause multiple accidents – especially for riders who are not so confident and may “stray” and clip the step by mistake.

Point 5: To be honest, I LOVE the idea of separated cycleways. But I feel these work better in places like Evans Bay (Oriental Bay to NIWA), or Cobham Drive (The Cutting to Evans Bay Parade) or MANY European cities. WHY? Because there are limited to nil vehicle crossings involved. There is then no conflicting cross traffic which has to look out for not only pedestrians, but also cyclists.

I roughly count 28 driveways on the South Side of Coutts Street between Tirangi Road and Te Whiti Street alone. Each one of these introduces a hazard, especially where the property has a garage to the boundary, or a higher fence is in place. A pedestrian is more likely to hear and see a car exiting across the footpath, and be able to “avoid a collision”, but a cyclist travelling at a moderate speed will have very little time to react. Currently a driver is able to pull out onto the footpath, and before they enter the road, check for cyclists, or more importantly – cyclists get a better view of them and can avoid accordingly.

Proposed Solution 5: Like I said, I support a separated lane given the overall safety benefits it should bring. But I would like to have the design consider installation of small speed bumps at the exits of some/all driveways/garages across the cycleway. Also, that an education campaign be run for ALL the residents along the route at the time it is commissioned.

Point 5: Salek Street/Coutts Street intersection.



This intersection is rather busy at the best of times now with traffic heading to and from the Retail Park area, and the airport. I would hazard a guess that a higher proportion of those travelling along the southern part of Coutts Street, come from Salek Street (when heading south), or turn into Salek Street (when heading north). This creates a conflict zone for those cyclists heading East on Coutts Street across this intersection. I often encounter cars turning out of Salek Street onto Coutts Street who have “inched forward” to get a better view of traffic heading east on Coutts Street from Kilbirnie. In this instance, I will move to “take the lane more” so as to be more visible to them past the parked cars, and to avoid hitting their bumpers.

The proposed design shows the revised “stopping line” for people coming south on Salek Street being “back slightly further” from the intersection itself. And whilst a few parks on Coutts Street just to the west of the intersection on Coutts Street have been removed in the proposed design, I still feel that cars will need to “inch forward” and end up across the proposed cycleway. Cyclists will then need to swerve around as per currently, BUT then duck to the left to get back into the kerbside lane behind the parked cars (as shown in the design before the bus stop/pedestrian crossing before Leos Fish and Chip shop).

Proposed Solution 5: Maybe the design needs to consider “bowing out the cycleway” at that point more, and also maybe a review of the parks just past the intersection as noted above.

I reckon someone needs to get some chalk one day and mark out the proposed line of the cycleway on the road, and see how that would affect the riding line of a cyclist in the scenario I have described above.

I hope this is useful. I am more than happy to discuss the ideas in more detail (on site if required – 745am, or 530pm works for me 😊) before any more detailed “construction plans” are finalised.

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?

Yes

Comments:

As long as there's a physical separation between cycleway and road (ie - not just paint)

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?

Below footpath level

Comments:

Not answered

Network importance

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

Very important

Comments:

Not answered

Other comments

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

Comments:

Not answered

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?

No

Comments:

I am a cyclist using this route most days. I think the painted bike lanes from the airport underpass to Rongotai Rd are sufficient. The road is not too busy. School kids and other cyclists use the route a lot as it is. It does not appear unsafe and I don't think there is any reason to change what is there already.

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?

No preference

Comments:

As above, I don't think there is a need to change from what is there at present.

Network importance

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

Not important

Comments:

This route works fine as it stands. It is not very busy at rush hour - probably most busy during school pick up.

Other comments

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

Comments:

Not answered

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
Yes, but with changes

Comments:

Car parking is already a problem during the day on Coutts St due to the presence of Rongotai College, Rita Angus retirement Village and bus drivers from the bus depot parking all day. The number of cyclists using Coutts St is MINIMAL and in the 9 years I have lived here there has been very little gain in the numbers. Therefore, you should take into account the people who live on this street & review your decision to DECREASE the parking and leave it as it is.

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?

At footpath level

Comments:

none

Network importance

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

Low importance

Comments:

Bike usage around this area has adequate provision already so further changes are a waste of time & money

Other comments

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

Comments:

Both the Yule St & Te Whiti St/Coutts St junctions are dangerous enough for turning traffic & pedestrians without further complicating them with bike paths

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
Yes

Comments:
What a great idea to have a protected cycleway on a busy through route. Lots of boys attending Rongotai College already cycle and this will make their journey safer and also hopefully encourage more to cycle, thus decreasing the demand for parking near the college. I'd like to see some markings from the cycle path into rongotai college for those crossing from the opposite side of the street. Some commenters say that removal of parking is an issue because of the street's proximity to the college and rest home. This street is also where a regular bus route runs so having a protected cycleway AND a bus route gives people plenty of options other than driving in a car.

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
Below footpath level

Comments:
It is good to have some separation.

Network importance

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

Comments:
It is great to see a cycle network being developed in the eastern suburbs especially with a well protected cycleway. This seems like a great way to encourage more students to cycle to the many schools in the area.

Other comments

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

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
Yes, but with changes

Comments:
Cyclists and pedestrians need greater separation. This could be achieved by removing one line of car-parking. Unfortunately this proposal seems to have suffered from a fear of incurring the wrath of the motor vehicle lobby.

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?
Below footpath level

Comments:
It has to be at a different level to keep pedestrians off it. But if it is at a different level it needs to be of a sufficient size. This can be achieved by removing carparking.

Network importance

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

Comments:
As above.

Other comments

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

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?
Yes, but with changes

Comments:

A great improvement. The protected cycleway is the way to go along here.

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?

Below footpath level

Comments:

Not answered

Network importance

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

Very important

Comments:

Not answered

Other comments

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

Comments:

It's not clear how the inexperienced cyclists or children will safely make the right turn from Coutss into Te Whiti. A safer means of doing this should be provided.

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?

No

Comments:

Dangerous for pedestrians

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?

No preference

Comments:

Not at all dangerous for pedestrians

Network importance

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

Not important

Comments:

If WCC has got a surplus o f funds maybe they could give all ratepayers a rebate

Other comments

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

Comments:

Pedestrians already have danger walking along this street.

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

Overall support

Overall, do you support the proposal for separated bike lanes and the associated changes on Coutts Street?

Yes

Comments:

I wonder about the bus stops and if the cyclists should go behind them. This should be the standard way of getting around bus stops. I would hate to see accidents or even a death because you didn't use this method.

Bike path level

Do you support the proposed bike path at footpath level or about 50mm below footpath level?

Below footpath level

Comments:

My parents (and me when up until the 1980s) lived at 186 Coutts Street till 2 years ago. I think this is fantastic and well overdue. It will do a number of things such as make cycling safe but also reduce the speed that cars travel on this road. Its not meant to be a main road but due to the Rongotai Business area it has become this. It will also make it easier to cross the road which at times is getting really dangerous. Thank you.

Network importance

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

Very important

Comments:

Fantastic idea for this street. Long overdue and about time. It will also reduce the speed of the traffic and make it easier to cross the road at non crossing points. Thank you.

Other comments

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

Comments:

Not answered