



Botanic Garden ki Paekākā to city

Consultation summary

5 July to 26 July 2022

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Engagement summary

The purpose of this document is to summarise community feedback received about the Botanic Garden ki Paekākā to city proposal. The large amounts of information from the community have been presented in themes and graphs to give councillors, officers, stakeholders, and the community a sense of the feedback. We've summarised all data and information provided to us during the consultation period. Unlike research, no representative adjustments or sampling has been done based on demographics; instead, we present all information and provide transparency about who provided feedback.

As part of decisions made in June on the Long-term Plan 2021-2031, Councillors agreed to invest \$226 million in a safe, connected bike network for the city. Paneke Pōneke is the new plan for how the network will be developed and changes made quickly - to make things safer and easier for more people of all ages and abilities to bike (or scoot), and to reduce transport carbon emissions as part of Te Atakura, the city's climate action plan. The Botanic Garden ki Paekākā to city project is one of the first following the adoption of Paneke Pōneke in March 2022.

This consultation is the latest phase of ongoing work with stakeholders and the community. Over 700 pieces of feedback informed the designs that went out for consultation. Detailed information has been available on the website since March 2022. The community have had opportunities to engage with the project through webinars, meetings, and drop-in sessions.

We consulted with the community between 5 to 26 July 2022. We sought feedback about the specific bike and bus route changes could bring. In total, we had 634 individuals and organisations provide feedback directly on the proposal.

Generally, people who provided feedback were very supportive of the proposed changes. 75% of submitters strongly supported or supported the proposed street changes. 84% of submitters believed that it is very important or important to make street changes so that buses faster and more reliable and 76% responded that it was either very important or important to have a connected network of bike routes across the city. The main concerns were around the removal of parking, the shared bus and bike lane, and operating times of the clearway.

We received a lot of detailed information about the specific routes and connections described in the plan. They have been summarised in this report.

Engagement

How many responses did we get?

638

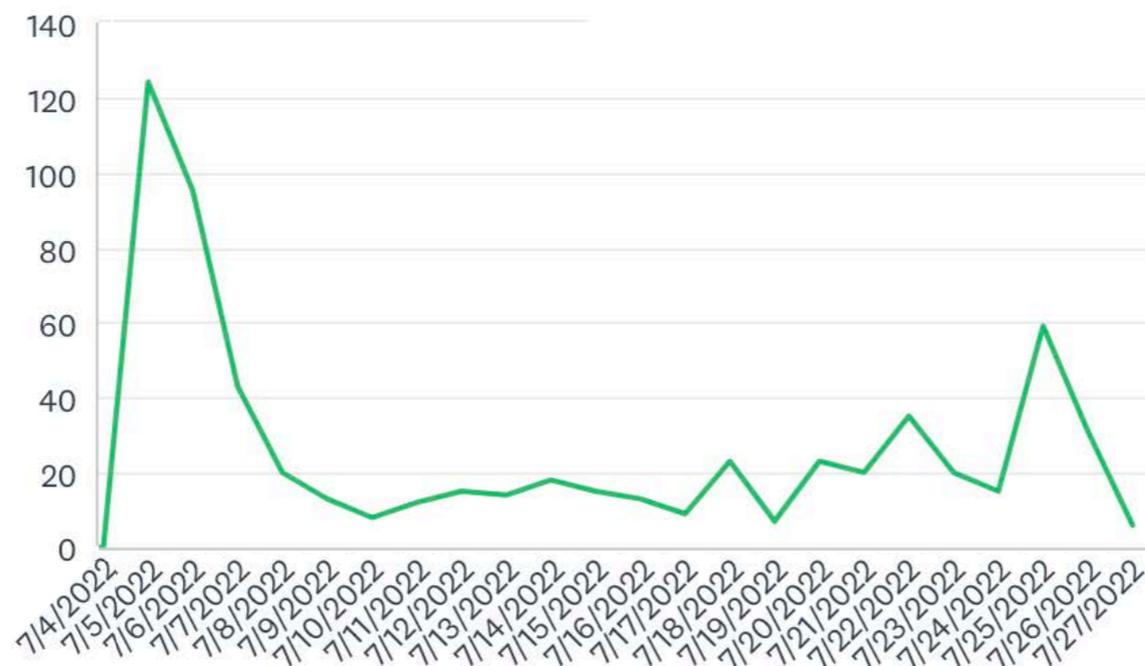
Responses

This includes:

17 submissions that came from organisations

This report includes all submissions received between 4 July and 26 July 2022. 3 late submissions were considered by the project team and presented to Council but not included in this summary

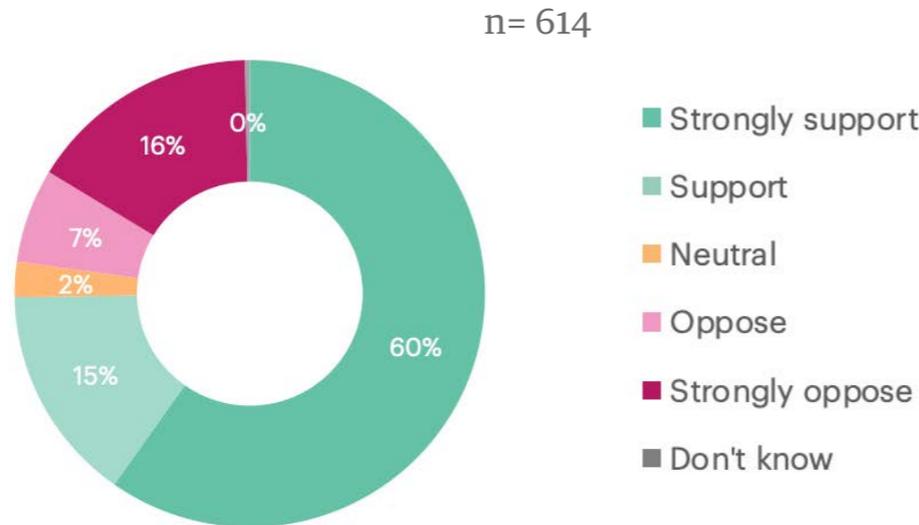
Number of daily submissions over duration of engagement:



What people thought

How people felt about the proposed changes

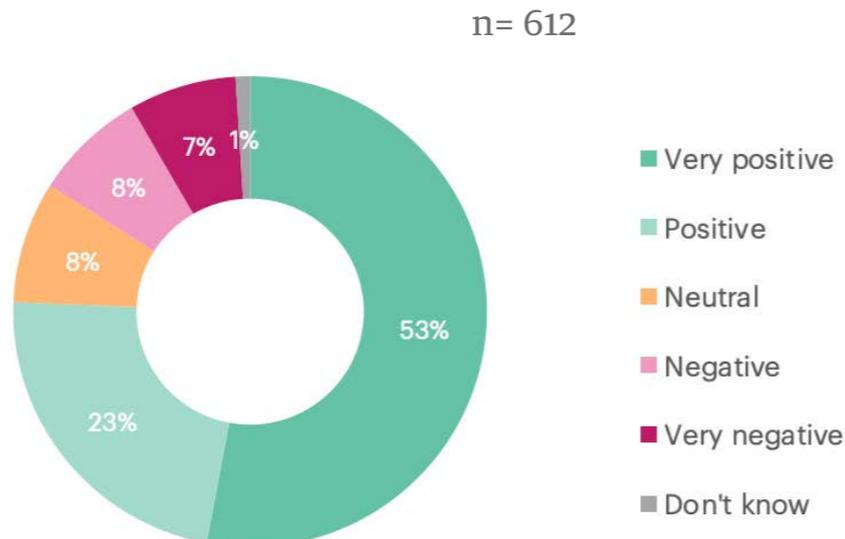
Do you support the proposed changes to the Botanic Garden ki Paekākā to city route? [These include traffic resolution TR134-22]



75% of respondents support or strongly support the proposed changes.

23% oppose or strongly oppose the changes.

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long-term impact of the proposed changes to these routes will be:

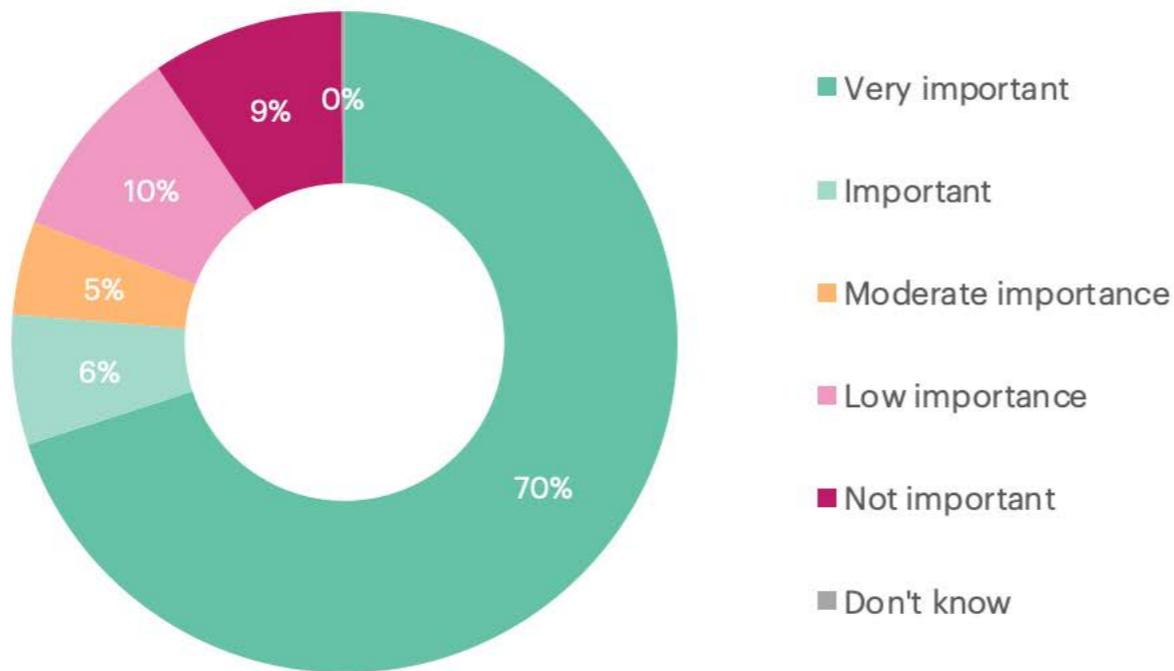


76% of respondents think this proposal will have a positive or very positive long-term impact.

15% think this proposal will have a negative or very negative long-term impact.

How important is it to have a connected and complete network of biking routes across the city?

n= 613

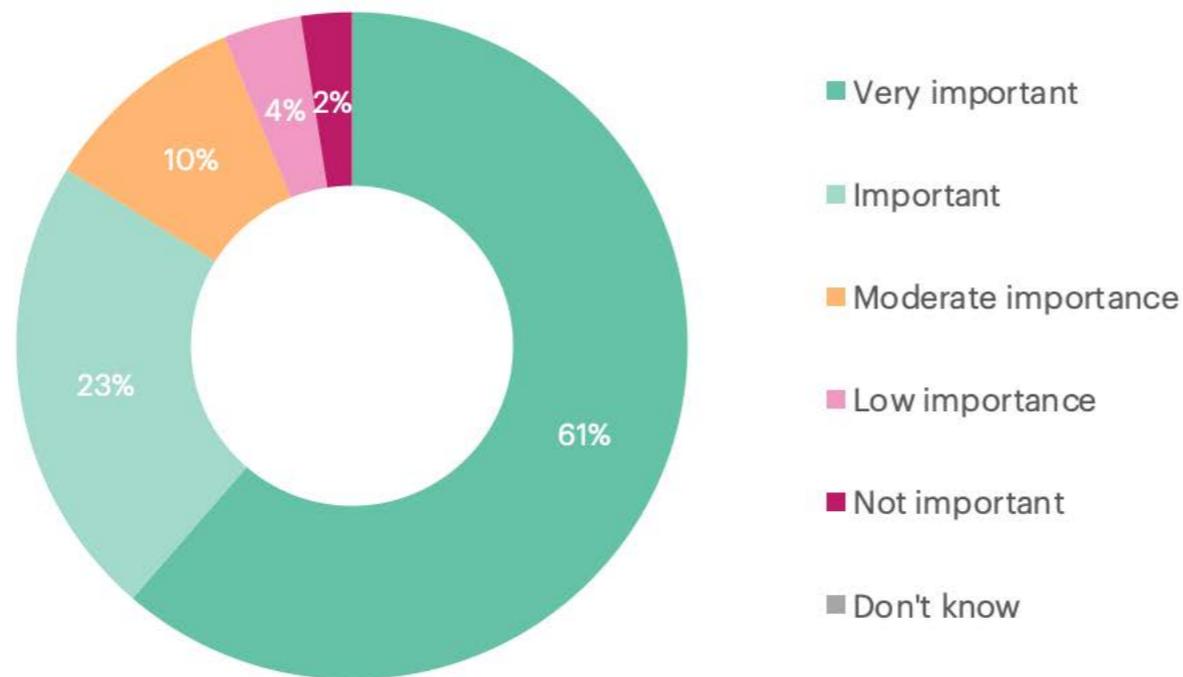


76% of respondents believe it is important or very important to have a connected and complete network.

19% believe it is of low importance or not important.

How important is it to make street improvements so buses are quicker and more reliable?

n= 613



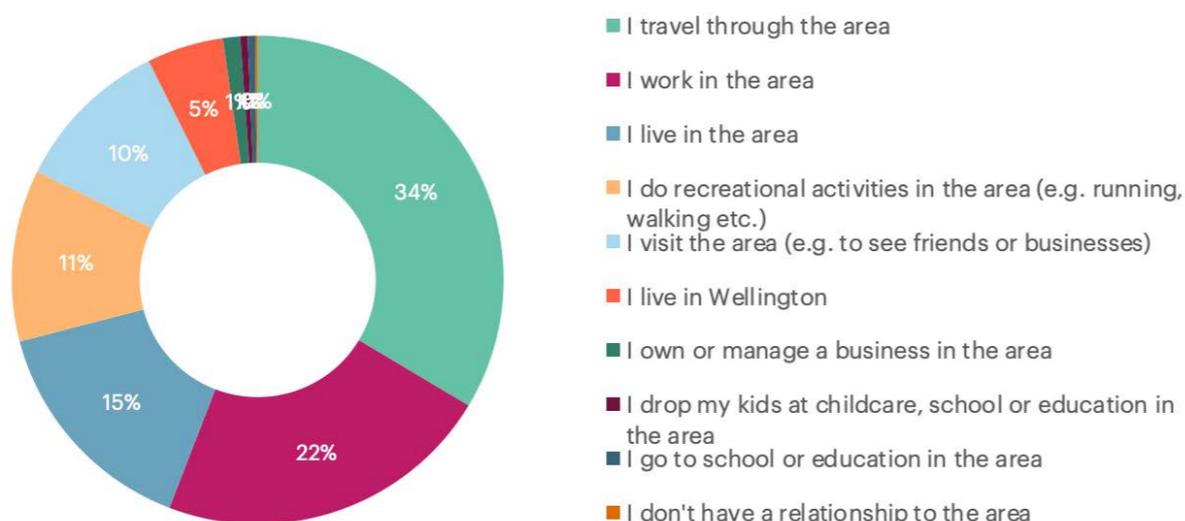
84% of respondents believe it is important or very important to have a connected and complete network.

6% believe it is of low importance or not important.

Relationships to the area

What is the main relationship you have to the area?

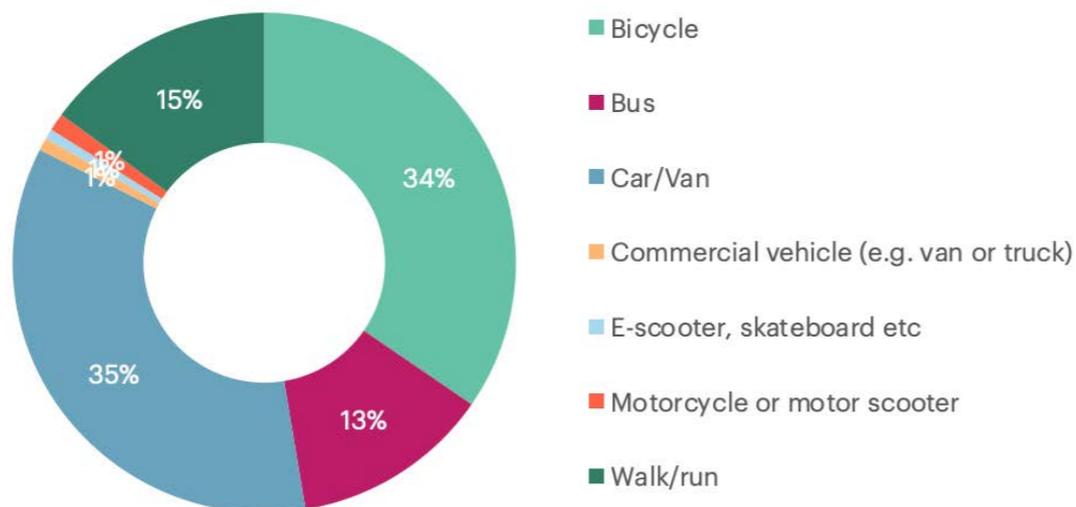
n= 615



34% of respondents state their main relationship is to travel through the area.

How do you normally travel along this route?

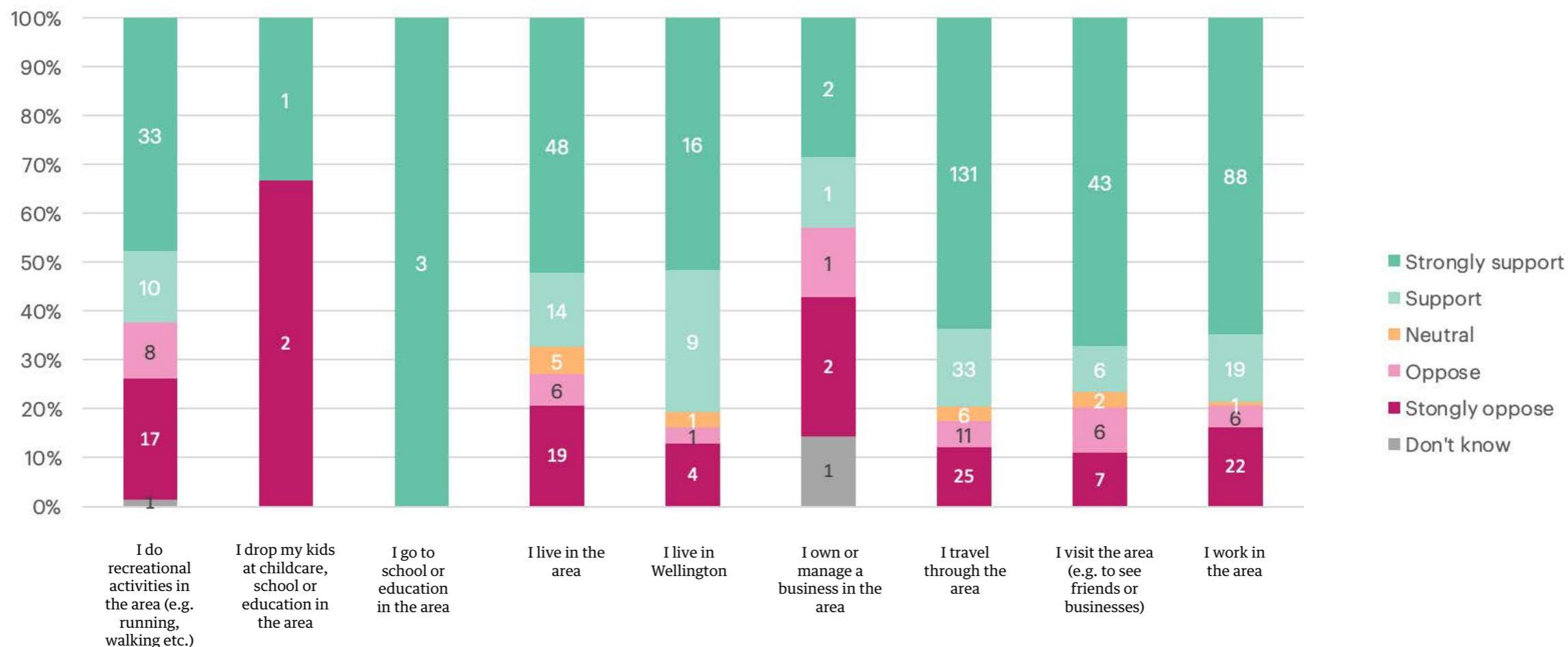
n= 610



35% of respondents mainly use a car/van to travel along the route.

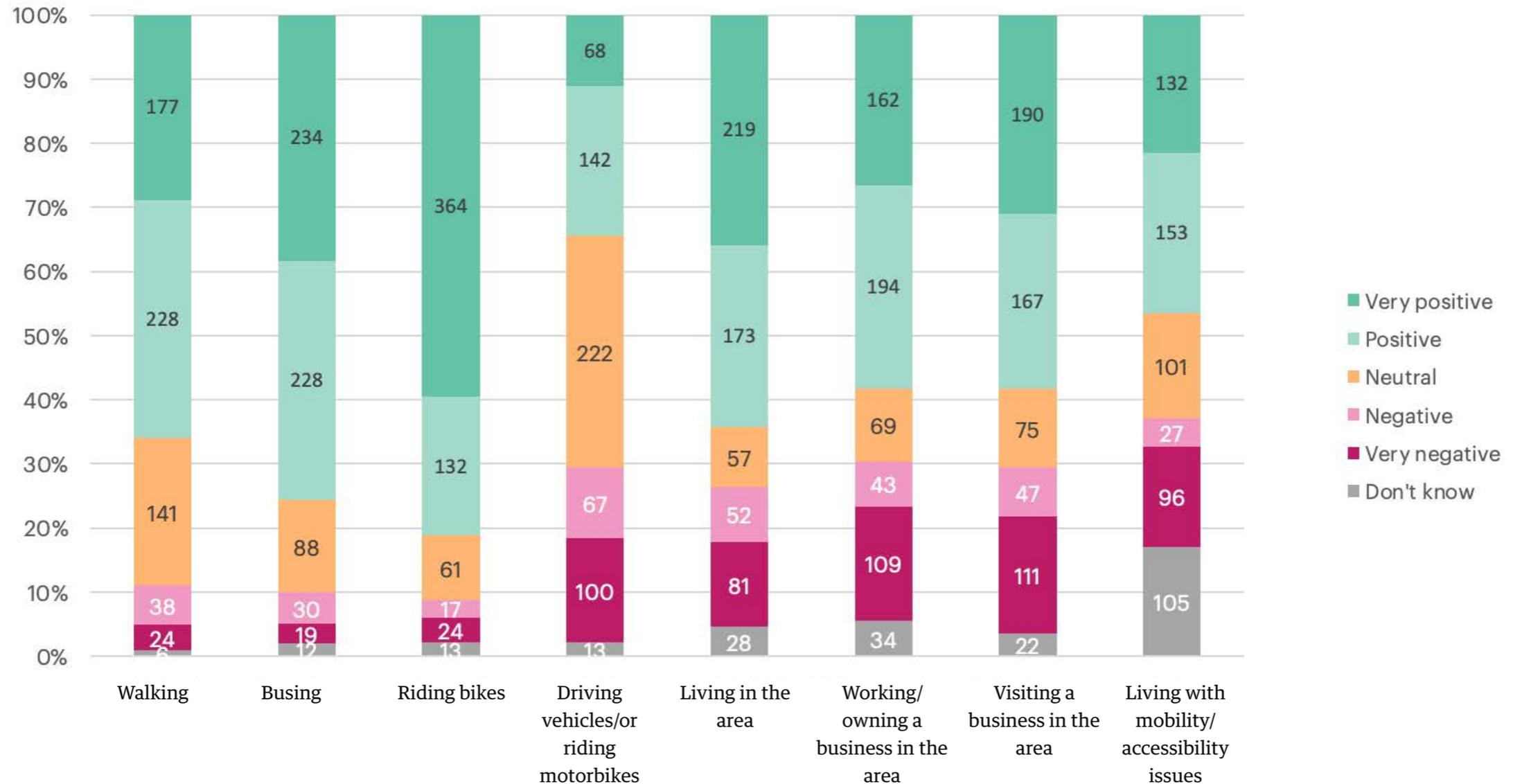
Level of support for the proposal based on 'main relationship' to the area

n= 611



Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

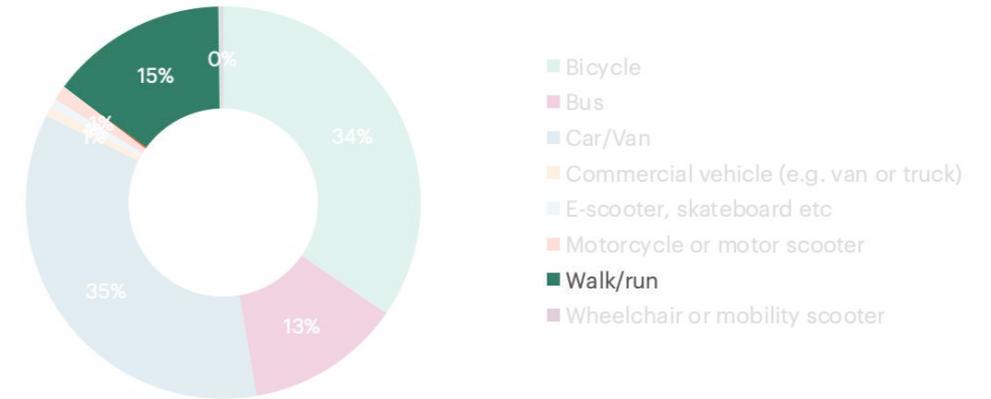
What everyone thought the impacts would be for different groups



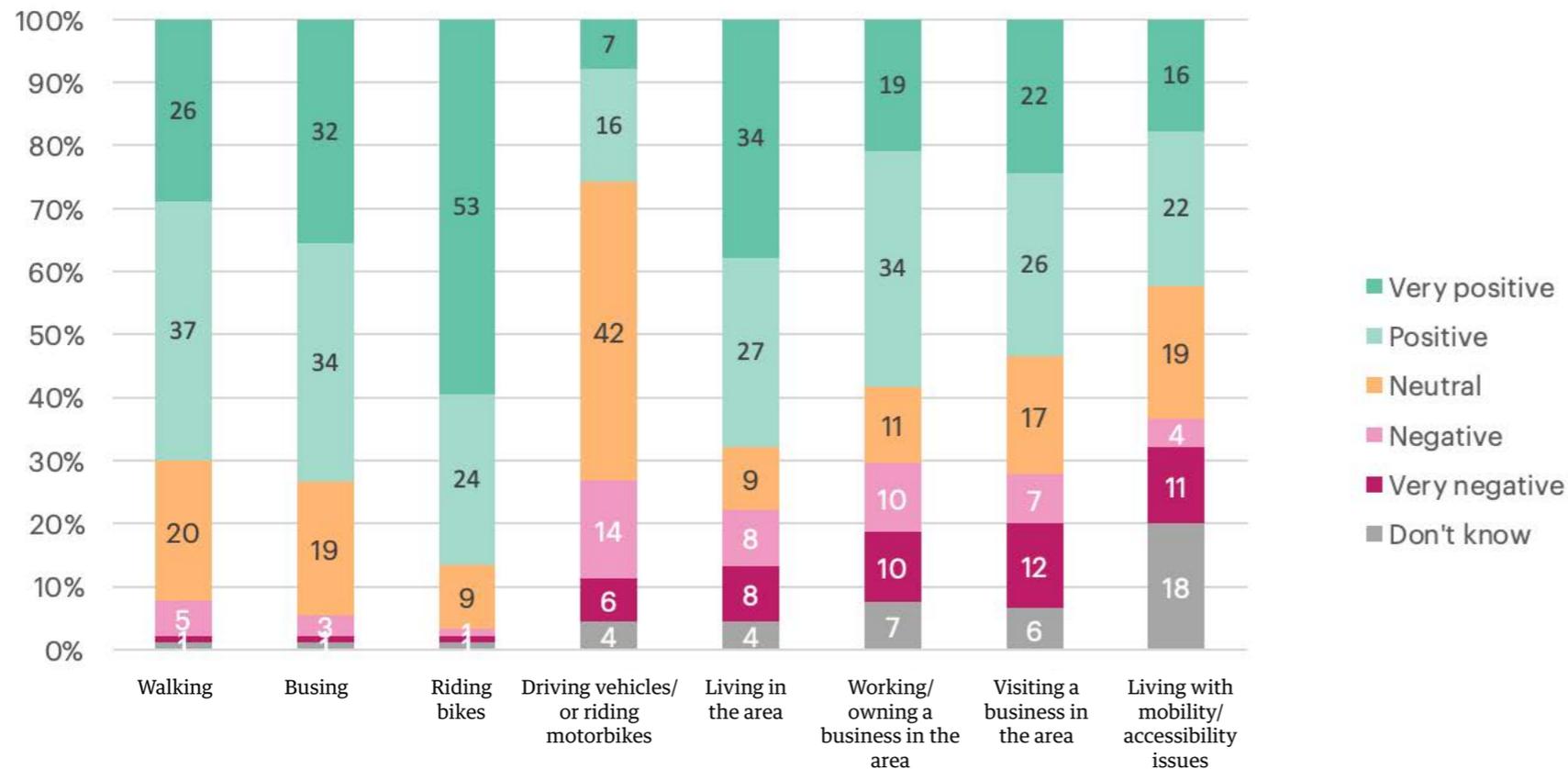
**How people feel about the impacts
of the proposed changes based on
their primary mode of travel**

People walking/running

What is the main way you travel along this route?

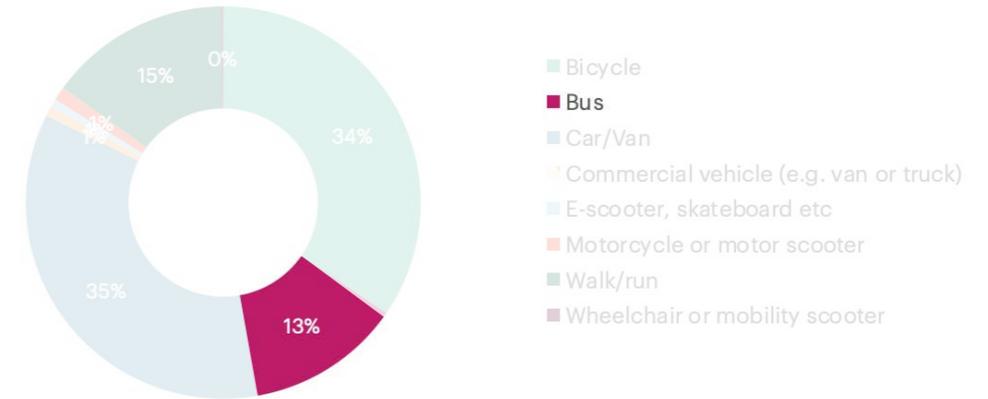


People who primarily walk/run along the route thought the impacts for different users would be...



People using the bus

What is the main way you travel along this route?

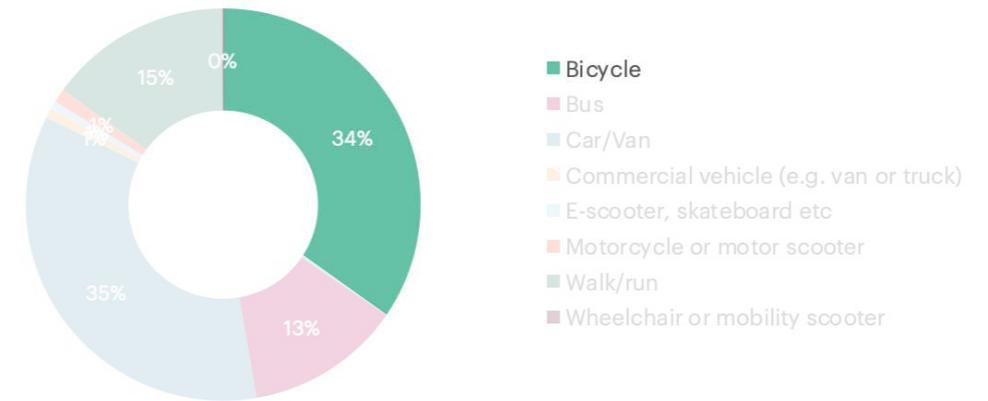


People who primarily use the bus on this route thought the impacts for different users would be...

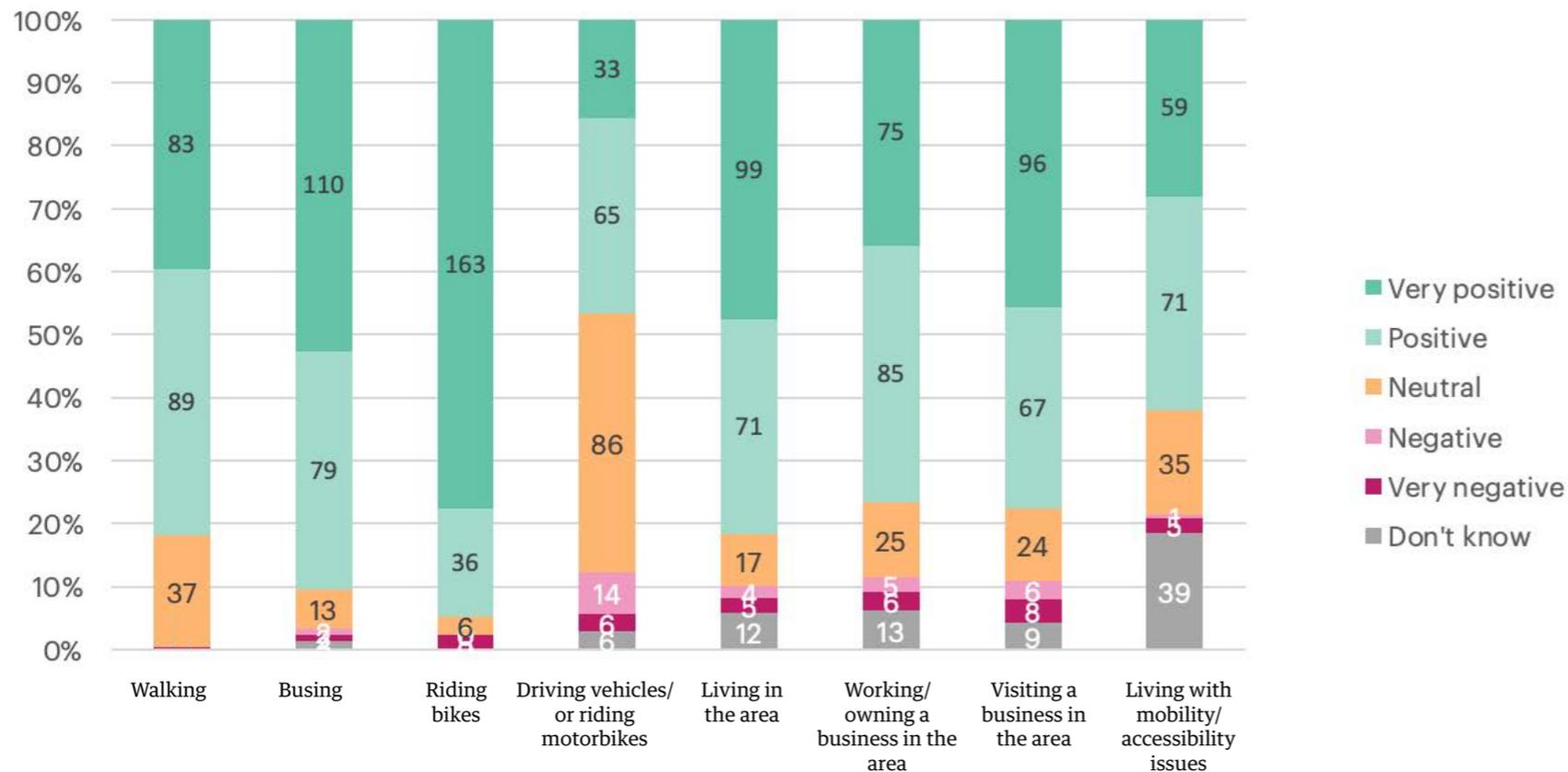


People on bikes

What is the main way you travel along this route?

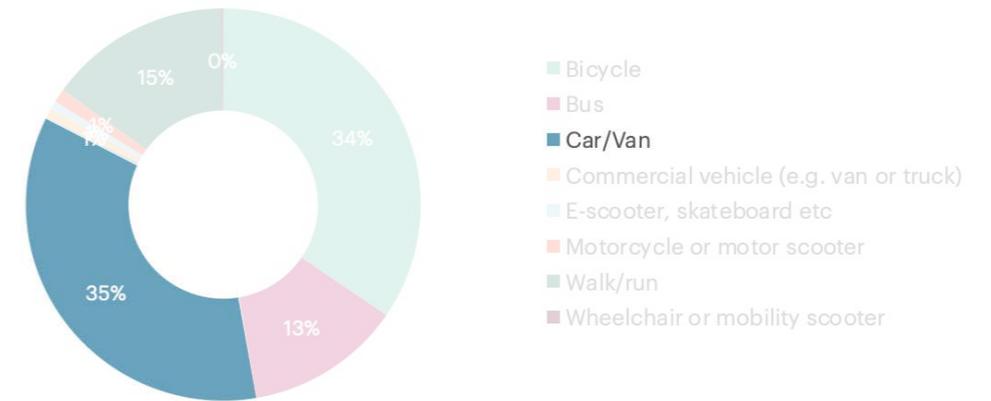


People who primarily bike along the route thought the impacts for different users would be...

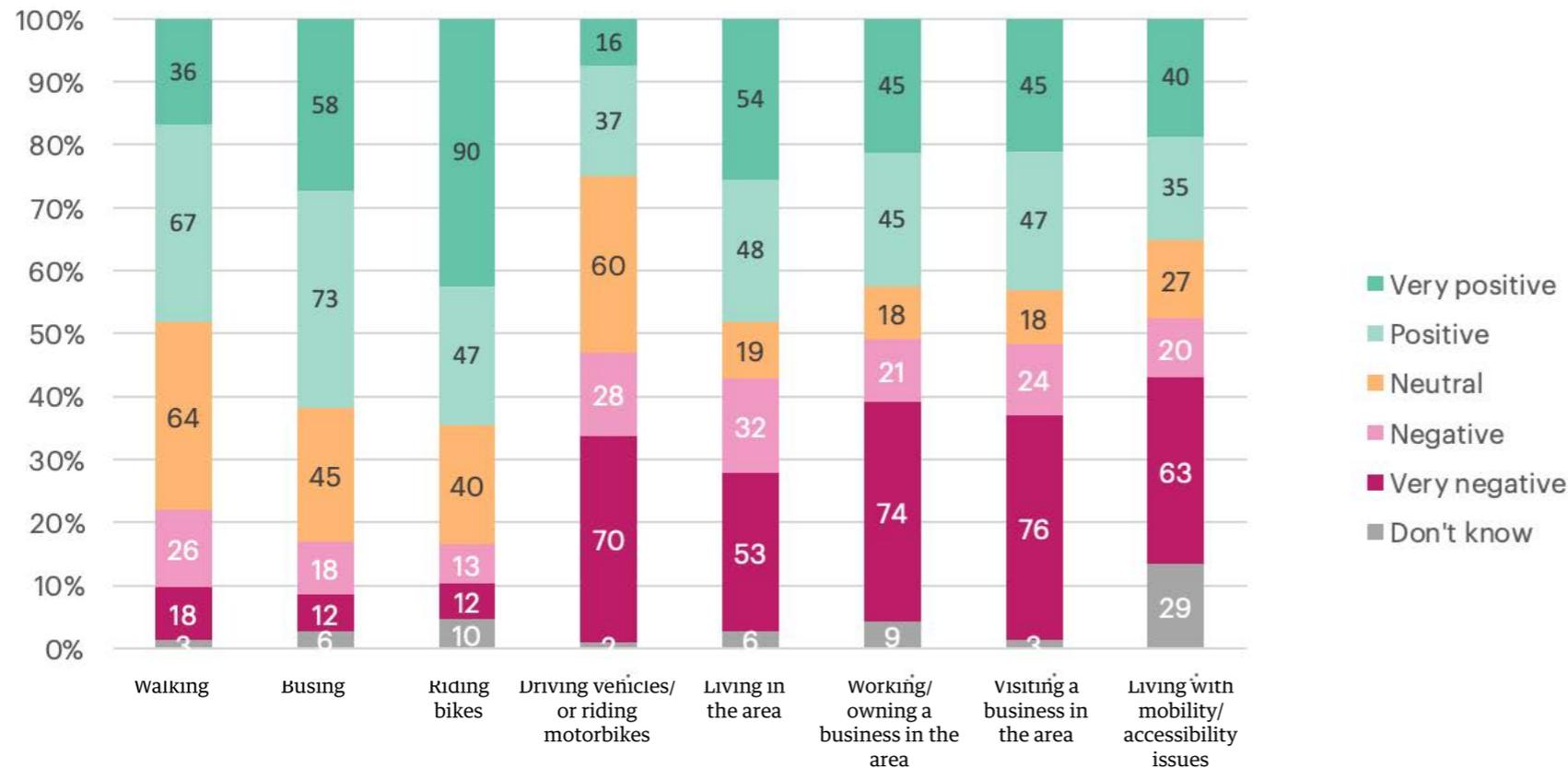


People driving a car/van

What is the main way you travel along this route?

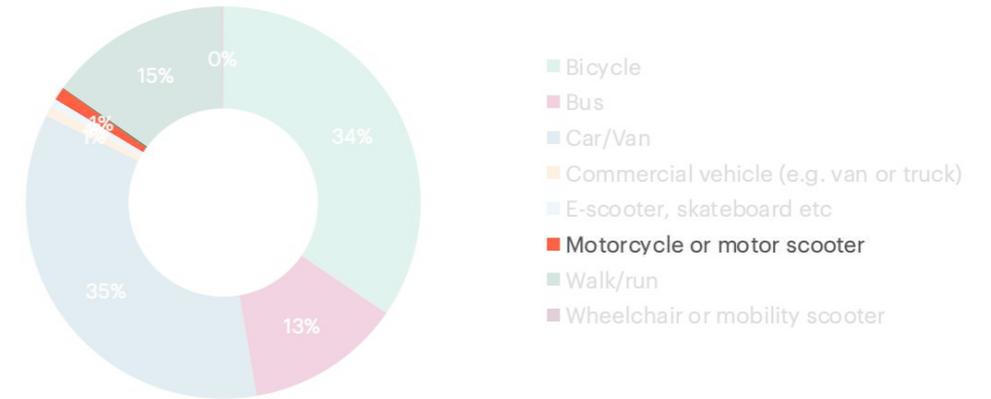


People who primarily drive a car/van along the route thought the impacts for different users would be...



People driving motorcycles or motor scooter

What is the main way you travel along this route?

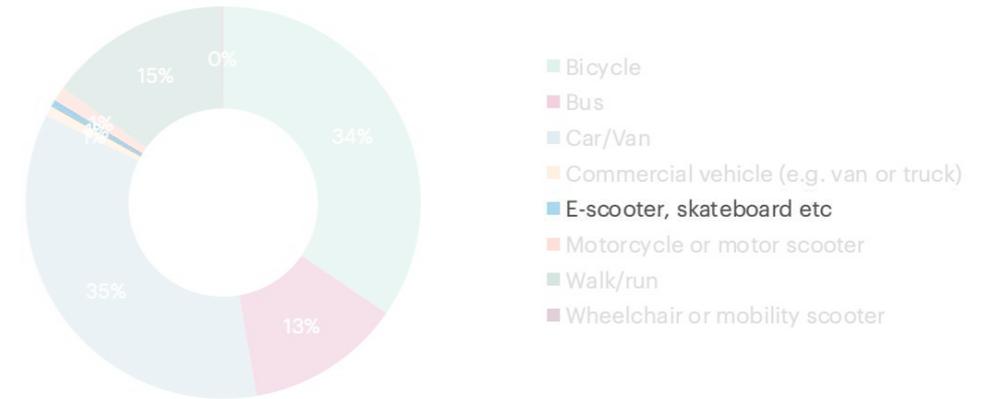


People who primarily ride a motorcycle or motor scooter along the route thought the impacts for different users would be...



People riding e-scooters or skateboards

What is the main way you travel along this route?

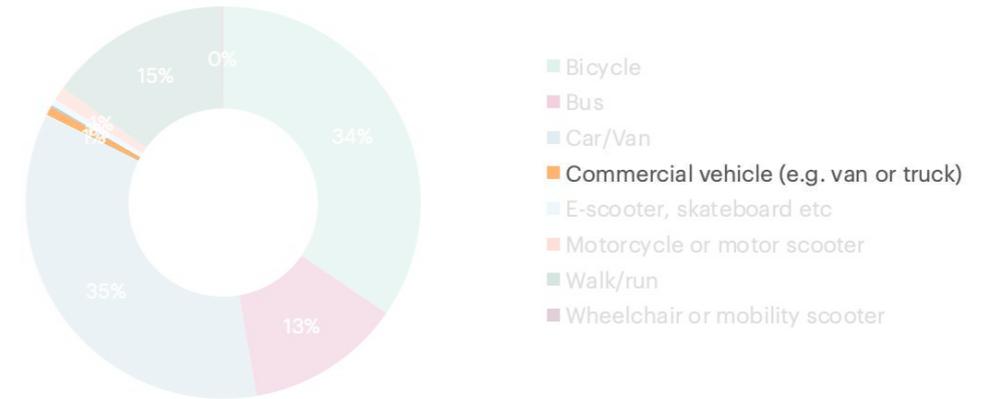


People who primarily ride e-scooters or skateboards along the route thought the impacts for different users would be...



People driving commercial vehicles

What is the main way you travel along this route?

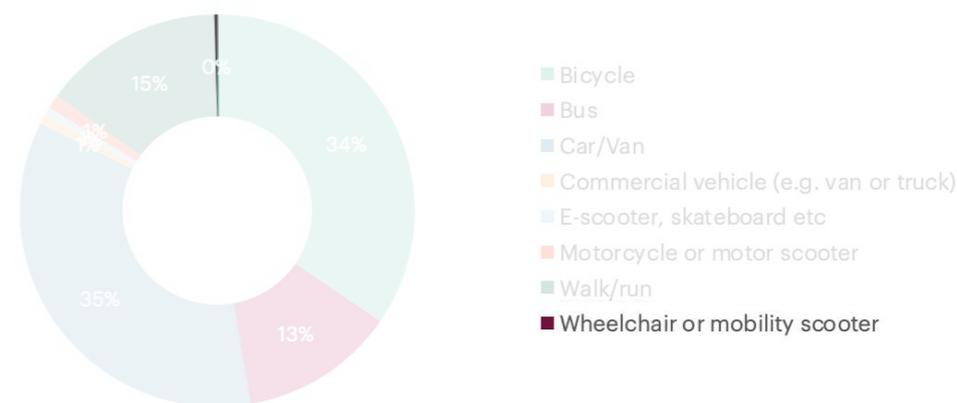


People who primarily drive commercial vehicles along the route thought the impacts for different users would be...

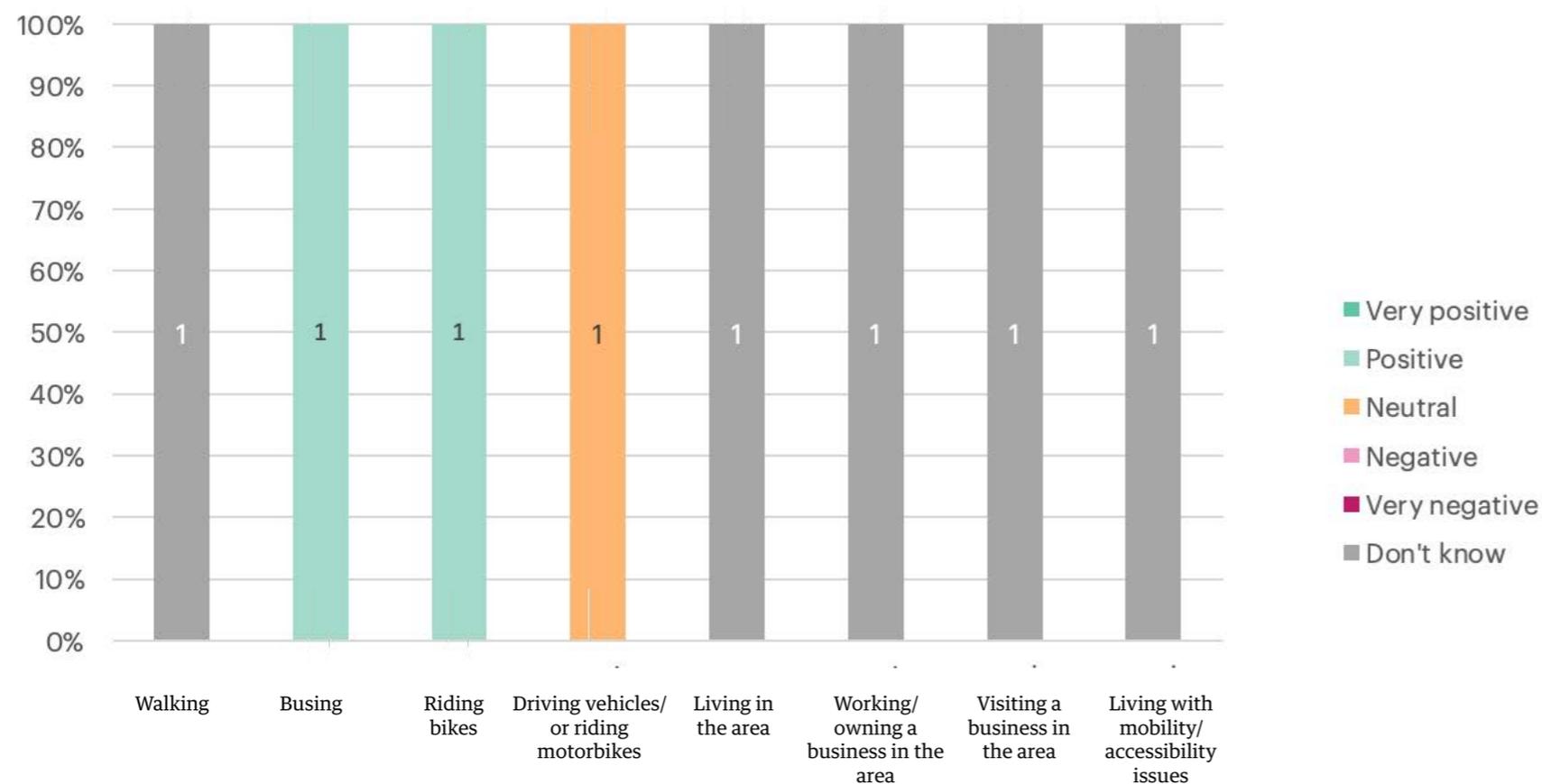


People on wheelchair or mobility scooter

What is the main way you travel along this route?



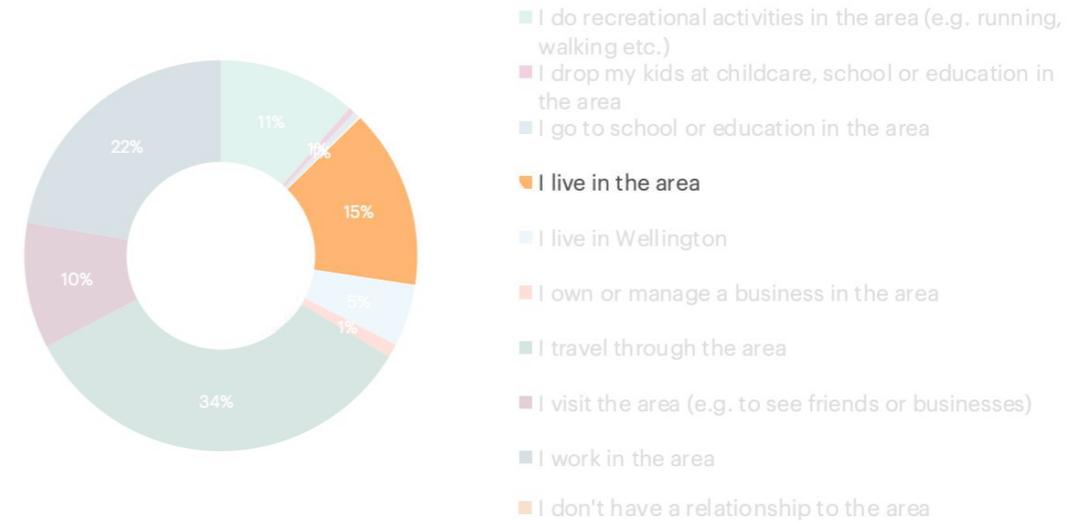
People who primarily travel along the route in a wheelchair or mobility scooter thought the impacts for different users would be...



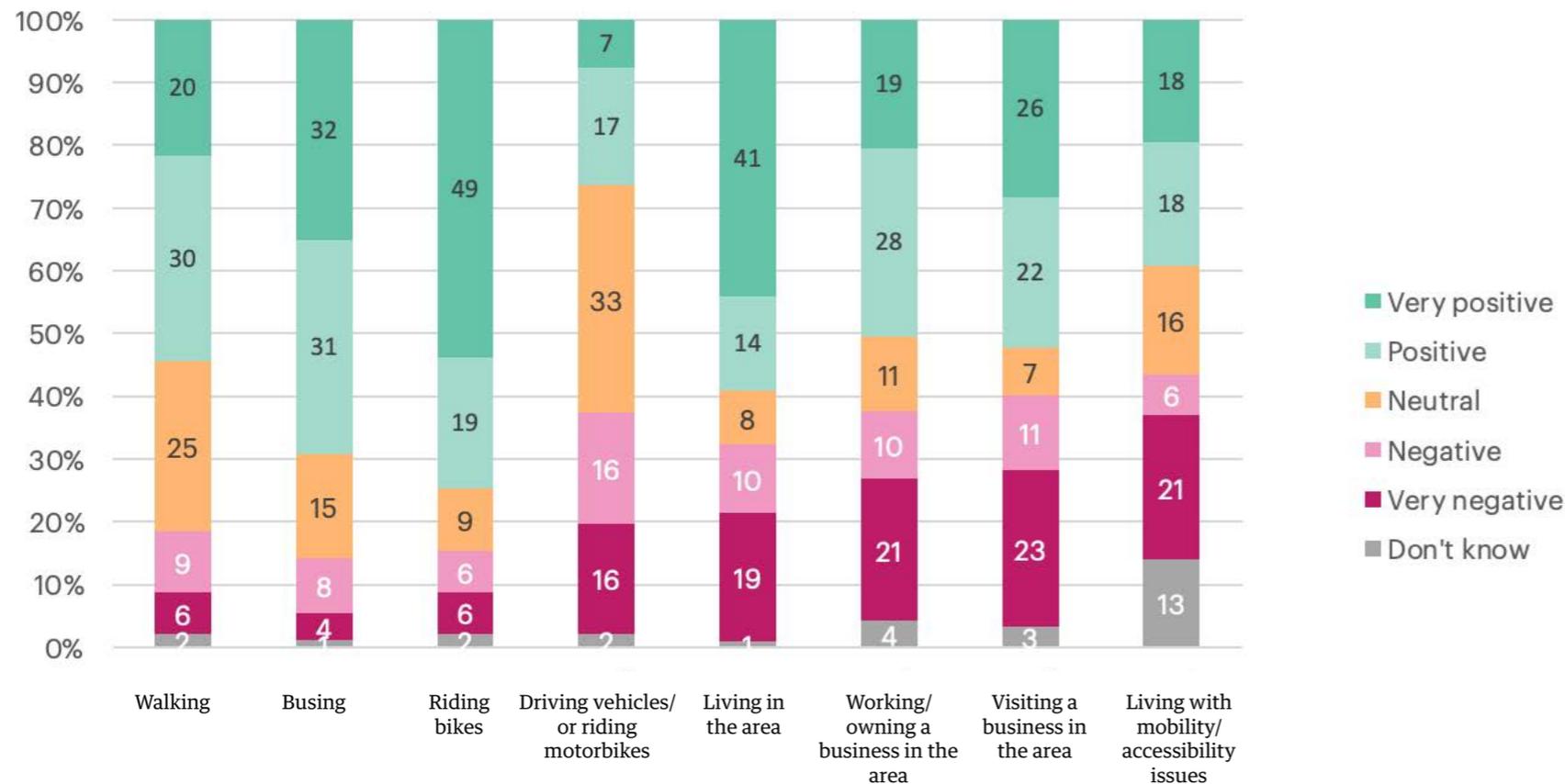
**How people felt about the impacts of the
proposed changes based on their
primary relationship to the area**

People who live in the area

What is the main relationship you have to the area?

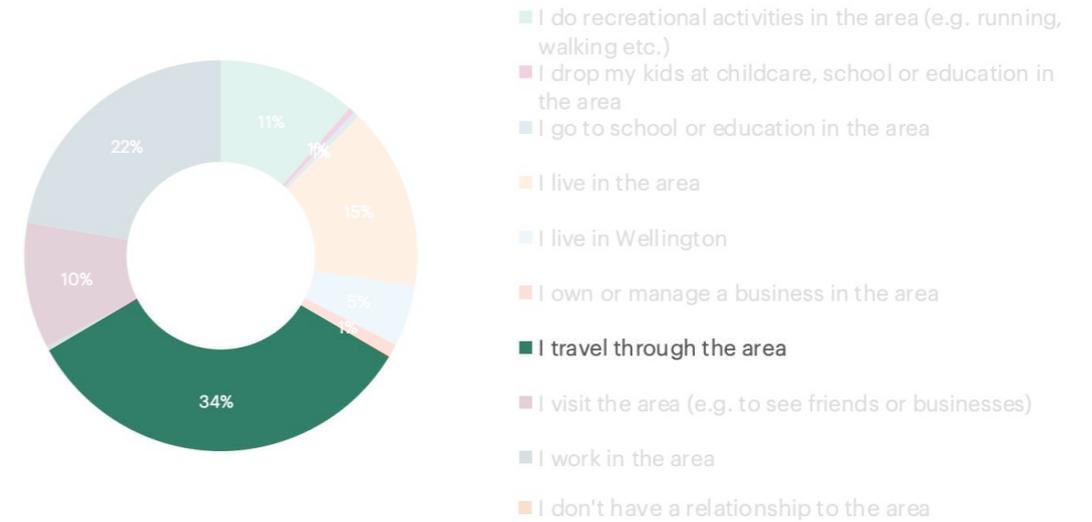


People who live in the area thought the impacts for different users would be...

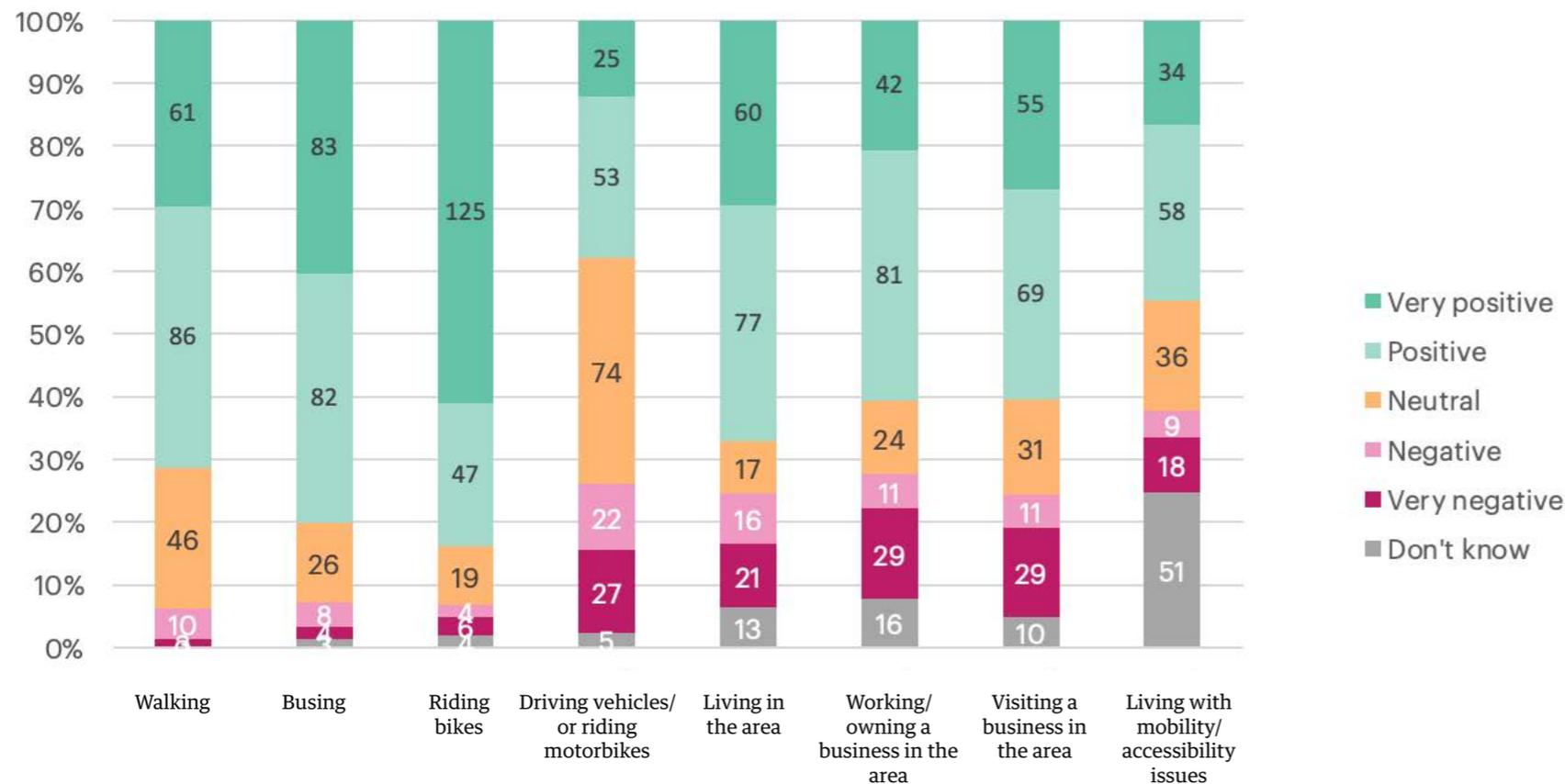


People who travel through the area

What is the main relationship you have to the area?

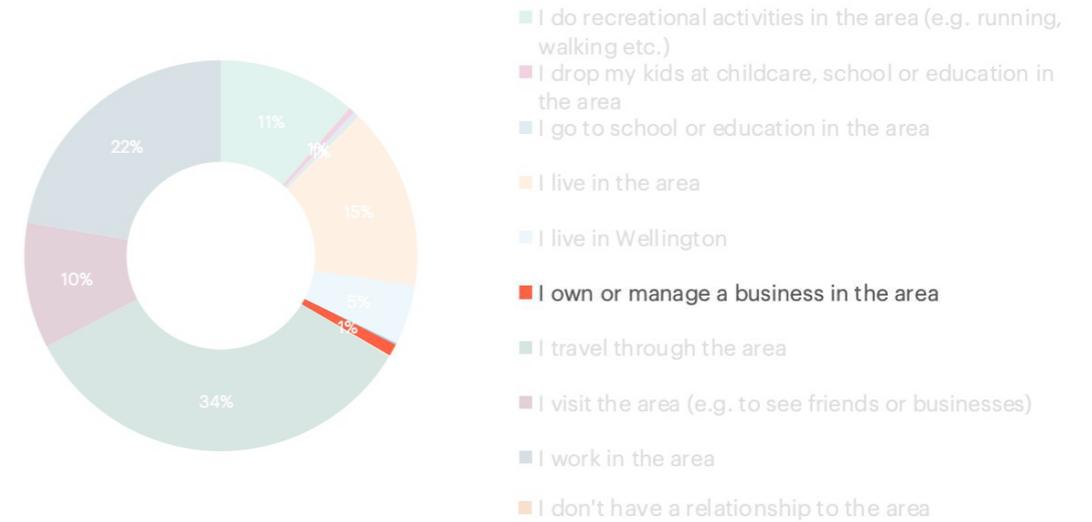


People who travel through the area thought the impacts for different users would be...



People who own or manage a business in the area

What is the main relationship you have to the area?

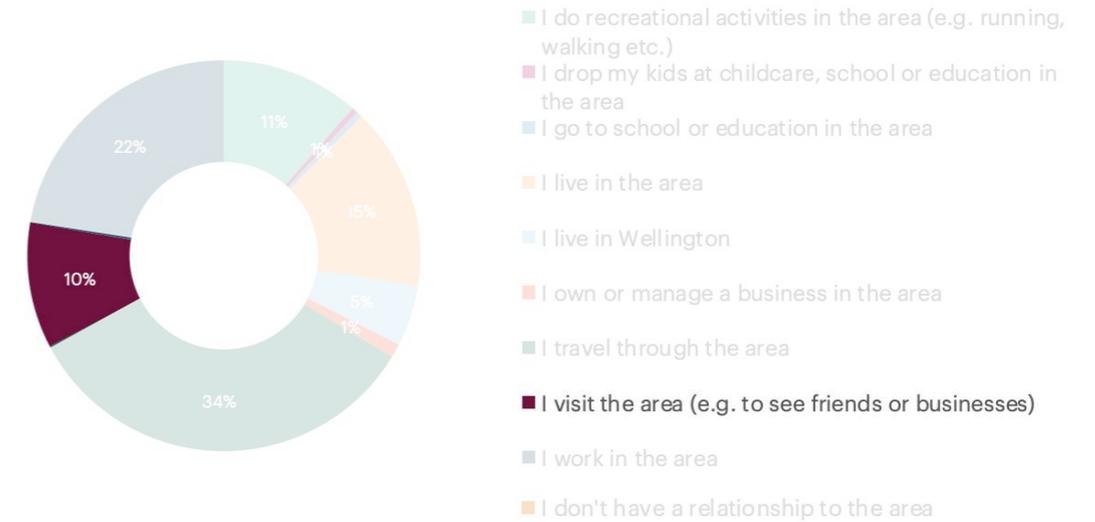


People who own or manage a business in the area thought the impacts for different users would be...



People who visit the area

What is the main relationship you have to the area?

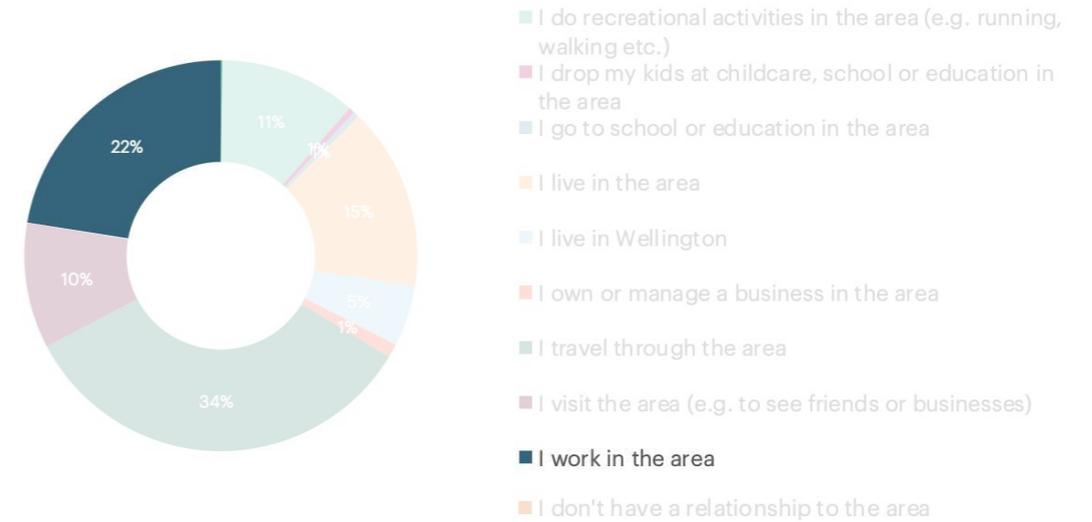


People who visit the area thought the impacts for different users would be...

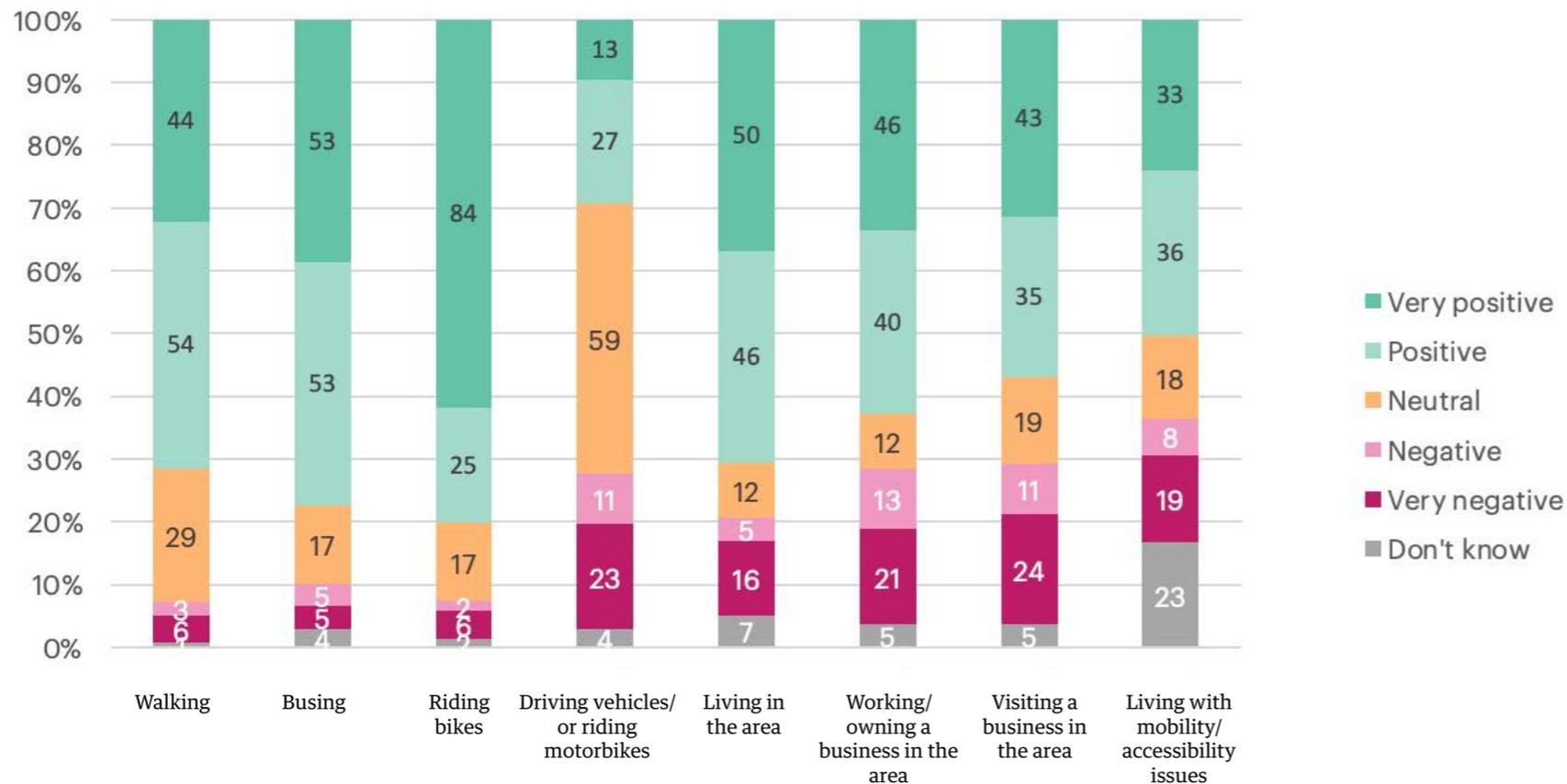


People who work in the area

What is the main relationship you have to the area?

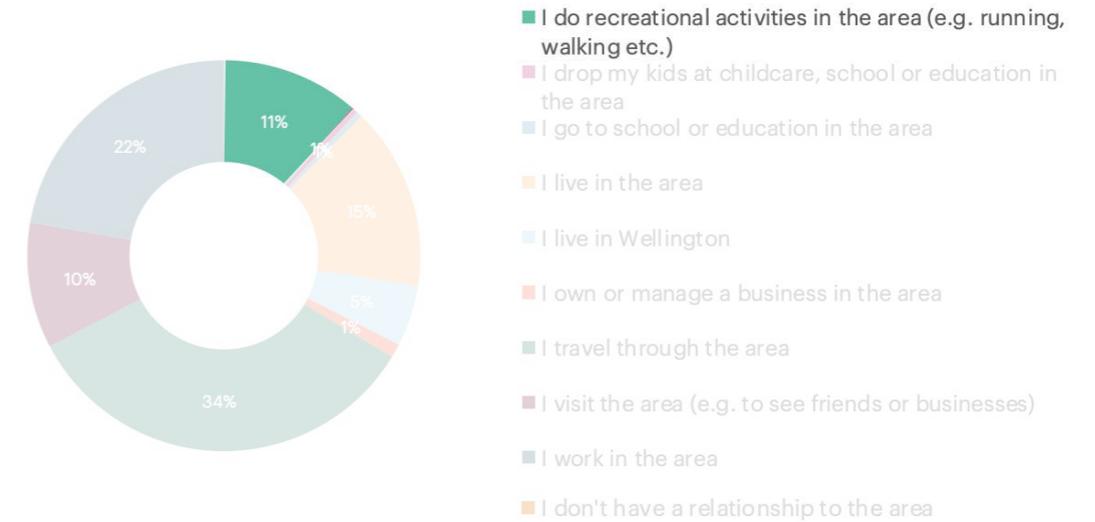


People who work in the area thought the impacts for different users would be...

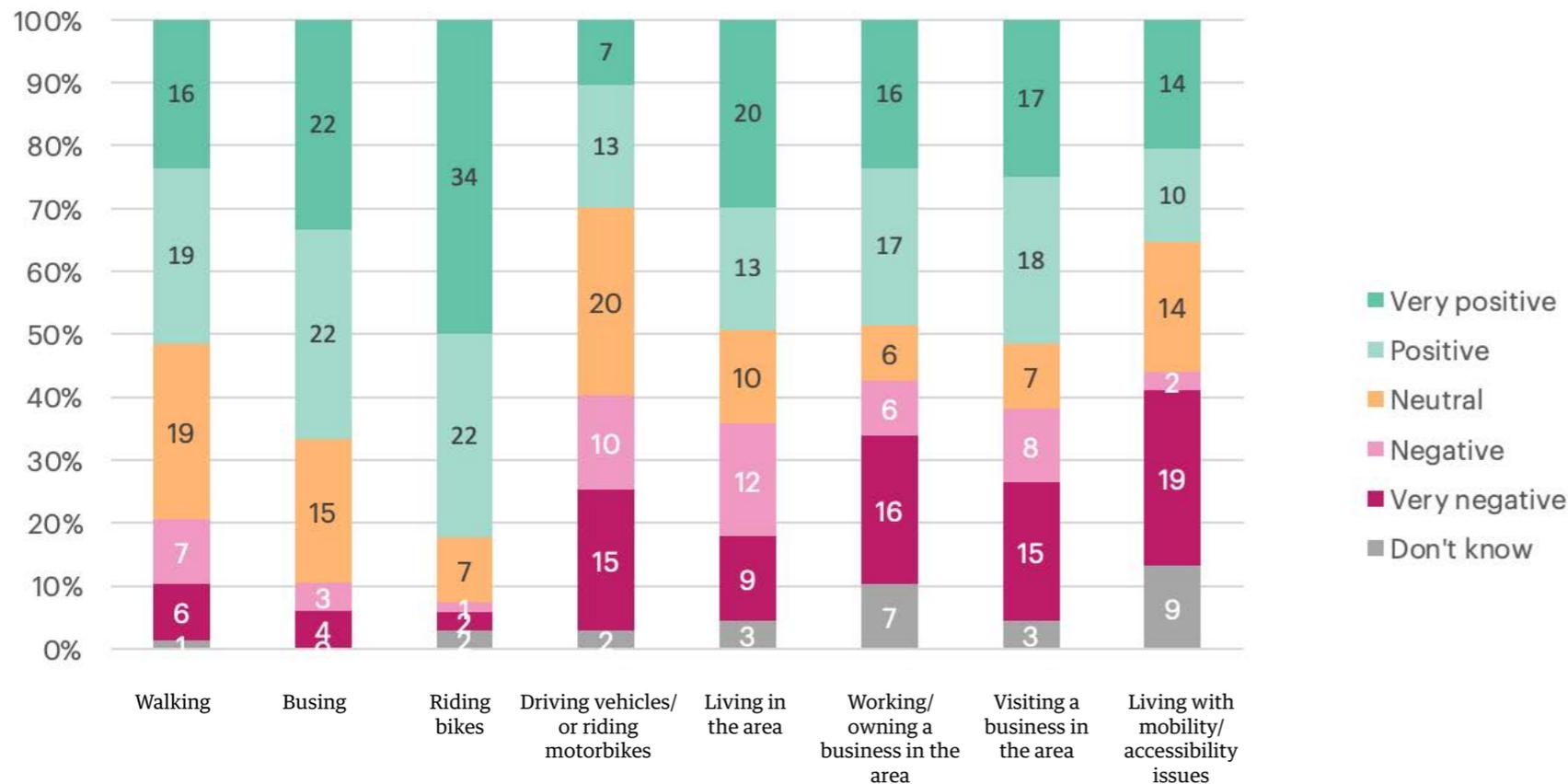


People who do recreational activities in the area

What is the main relationship you have to the area?

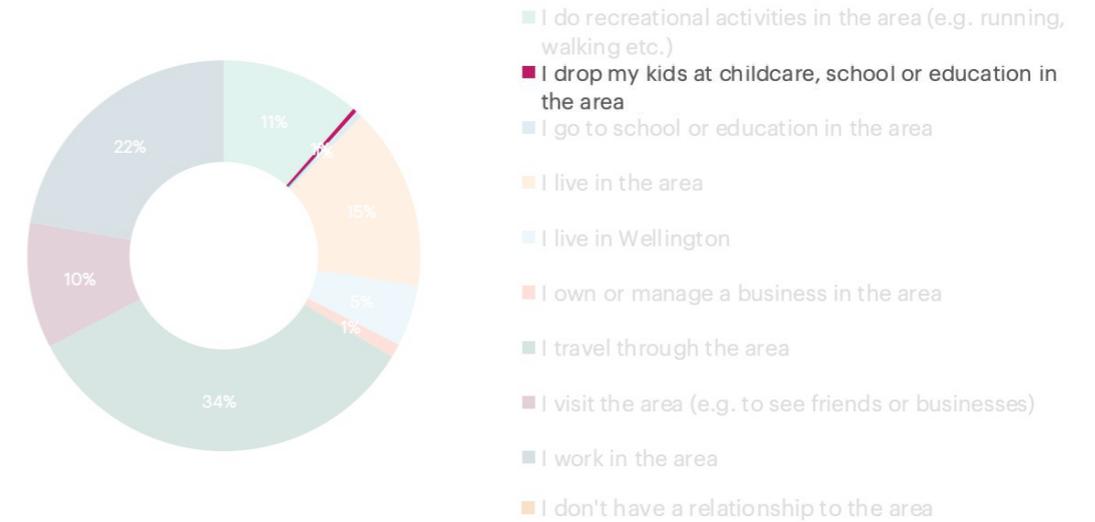


People who do recreational activities in the area thought the impacts for different users would be...

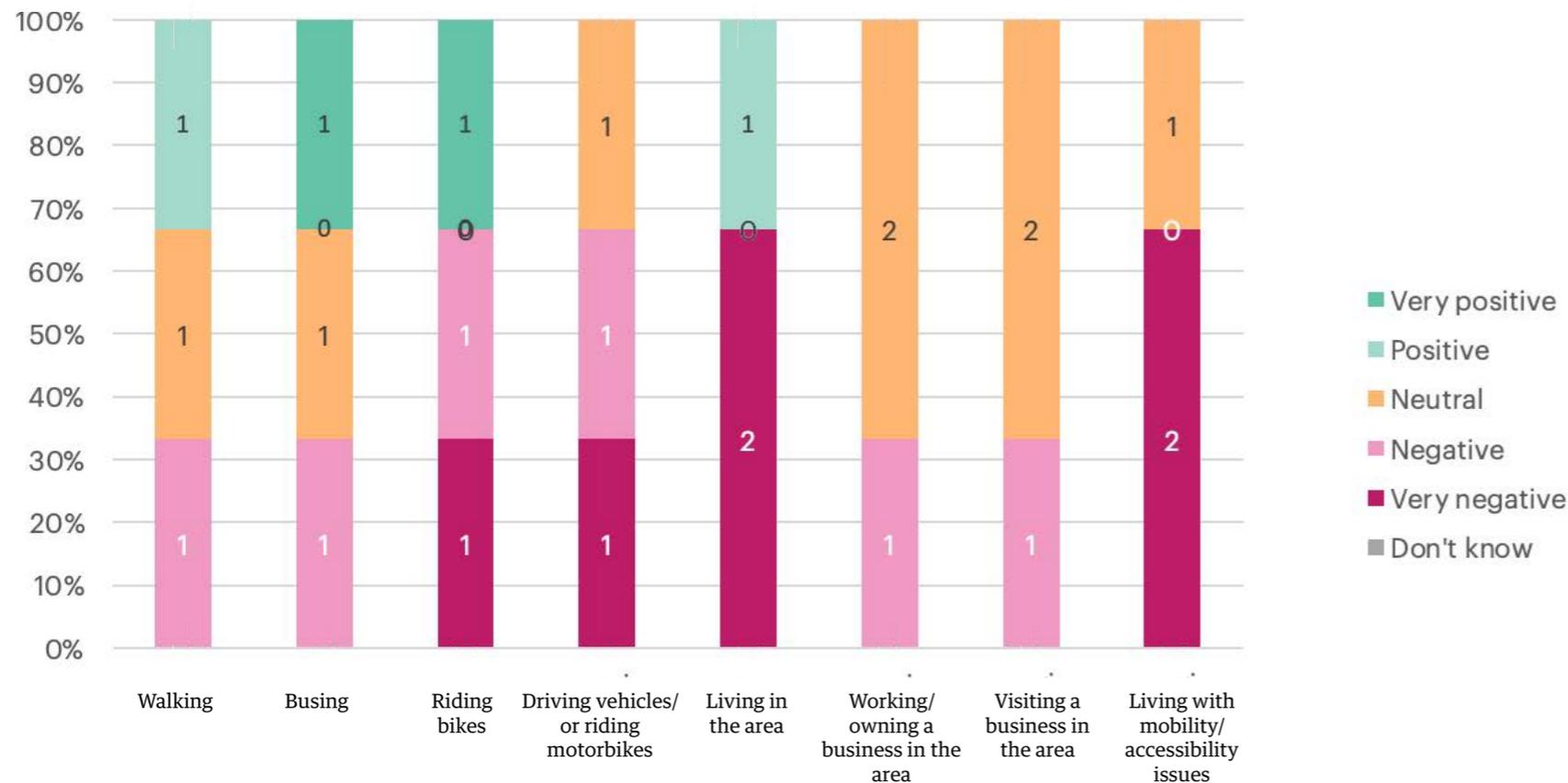


People who drop kids off at school or childcare in the area

What is the main relationship you have to the area?

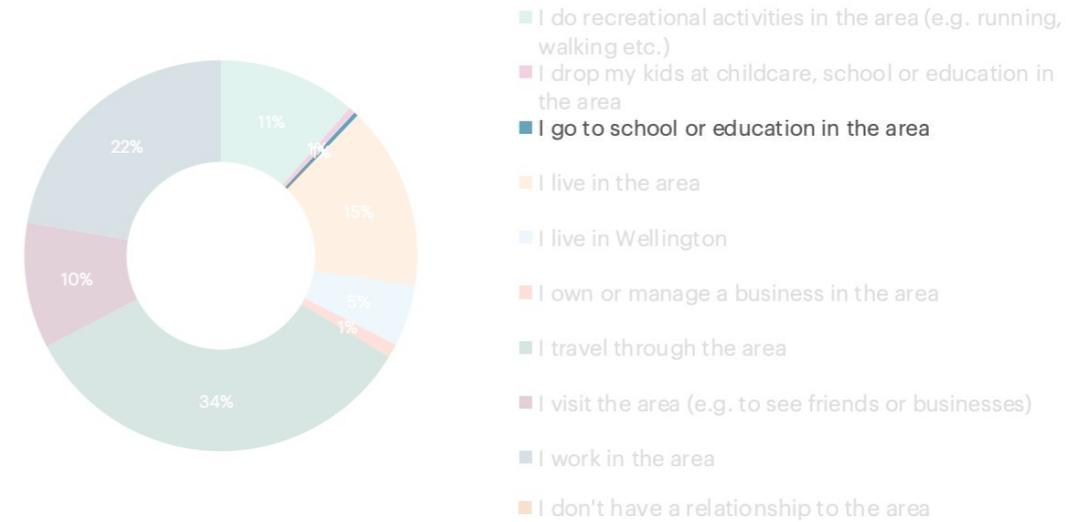


People who drop children off at school or childcare in the area thought the impacts for different users would be...



People who go to school or education in the area

What is the main relationship you have to the area?

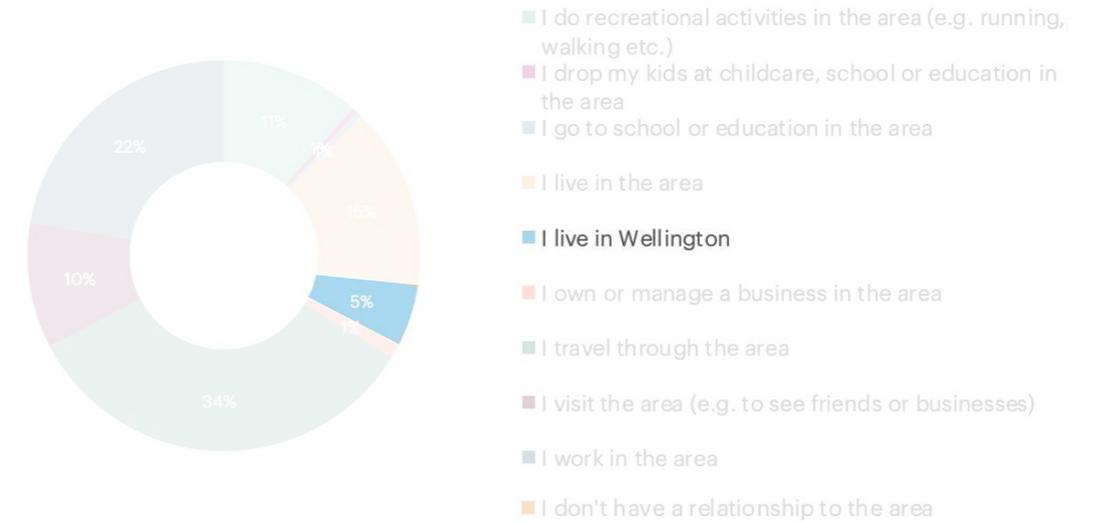


People who go to school or education in the area thought the impacts for different users would be...

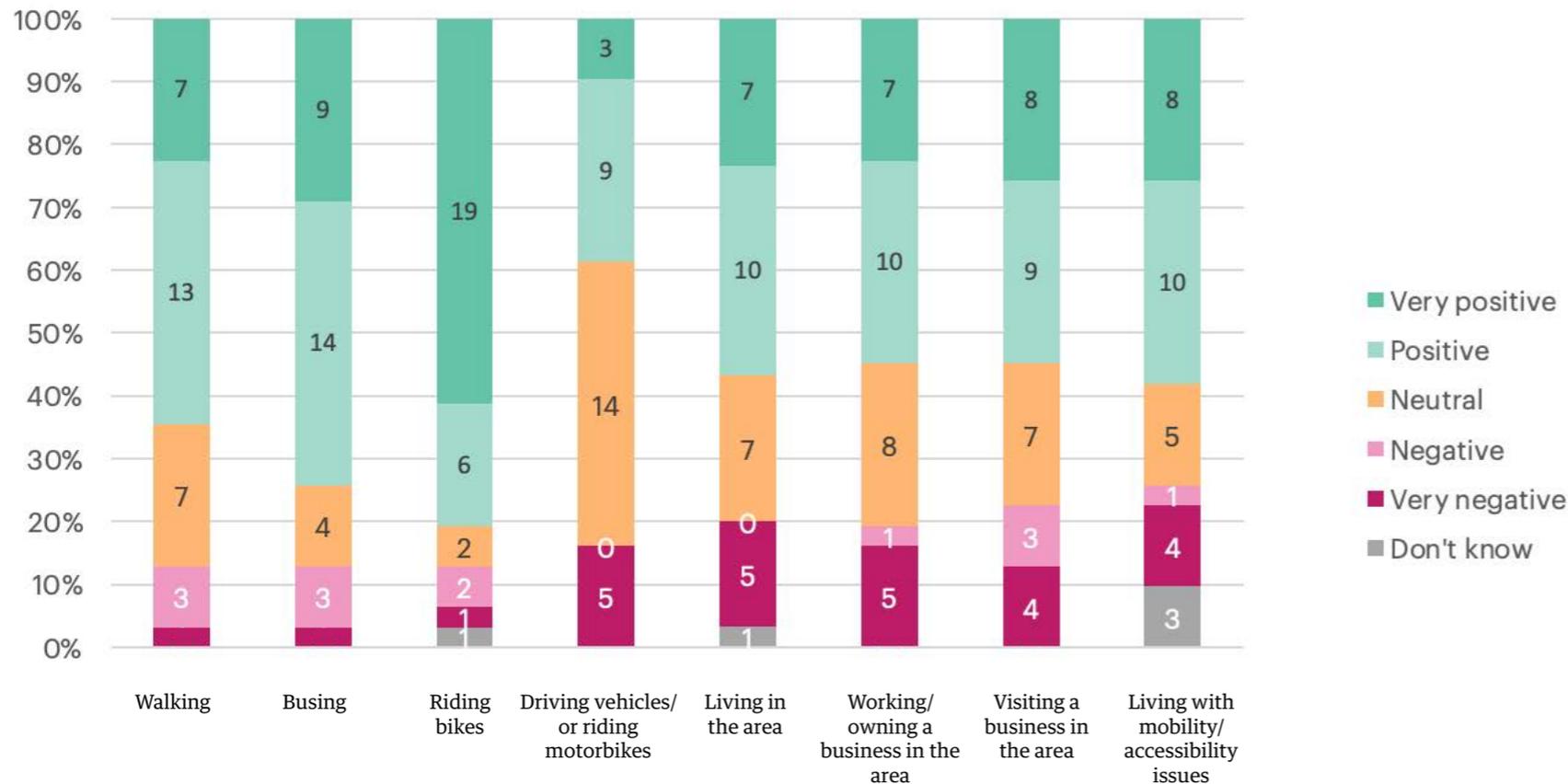


People who just live in Wellington

What is the main relationship you have to the area?

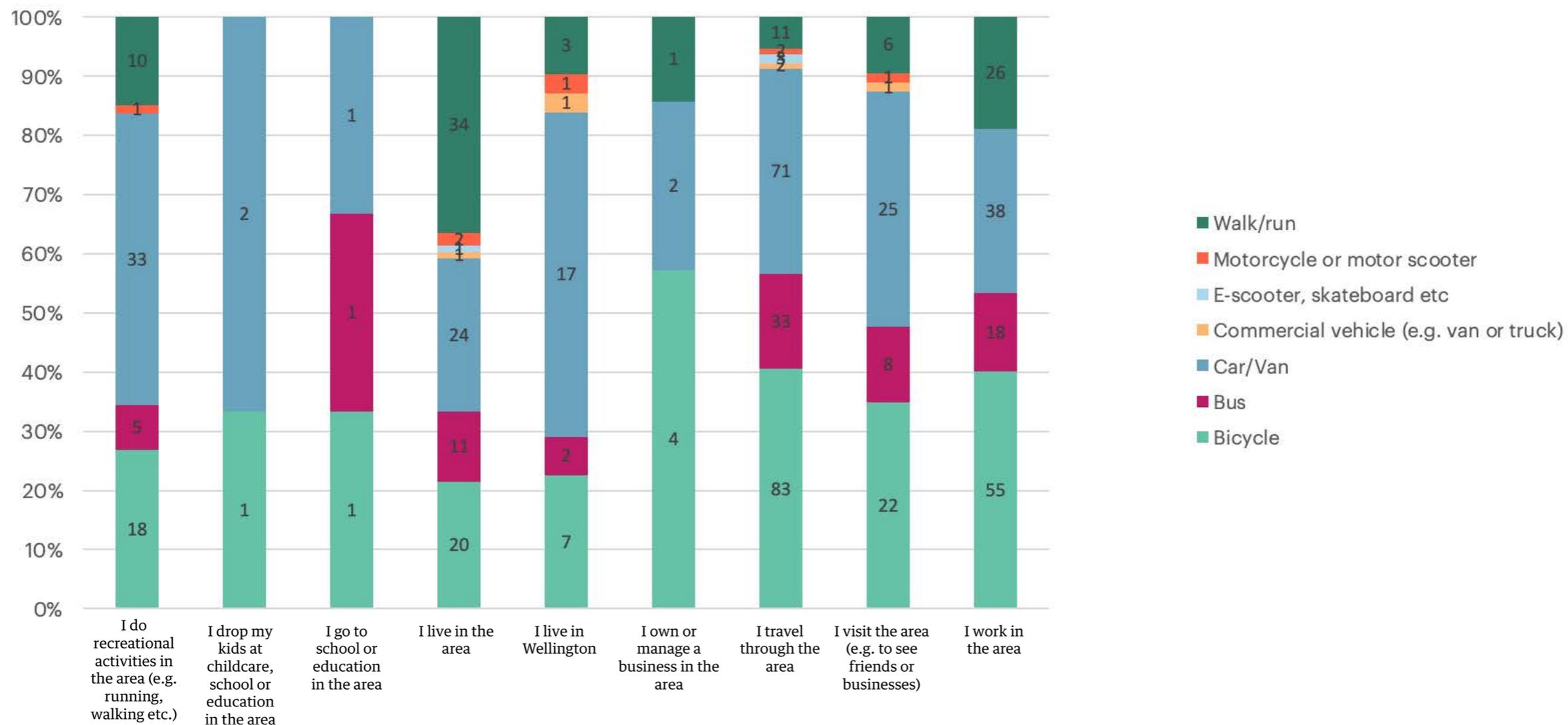


People who just live in Wellington thought the impacts for different users would be...



Relationship to the area by main mode of transport

n= 609



**How people with disability or
accessibility issues felt about the
impacts of the proposed changes**

People who live with a disability or accessibility issue

44 respondents

Answered 'yes' to living with a disability or accessibility issue

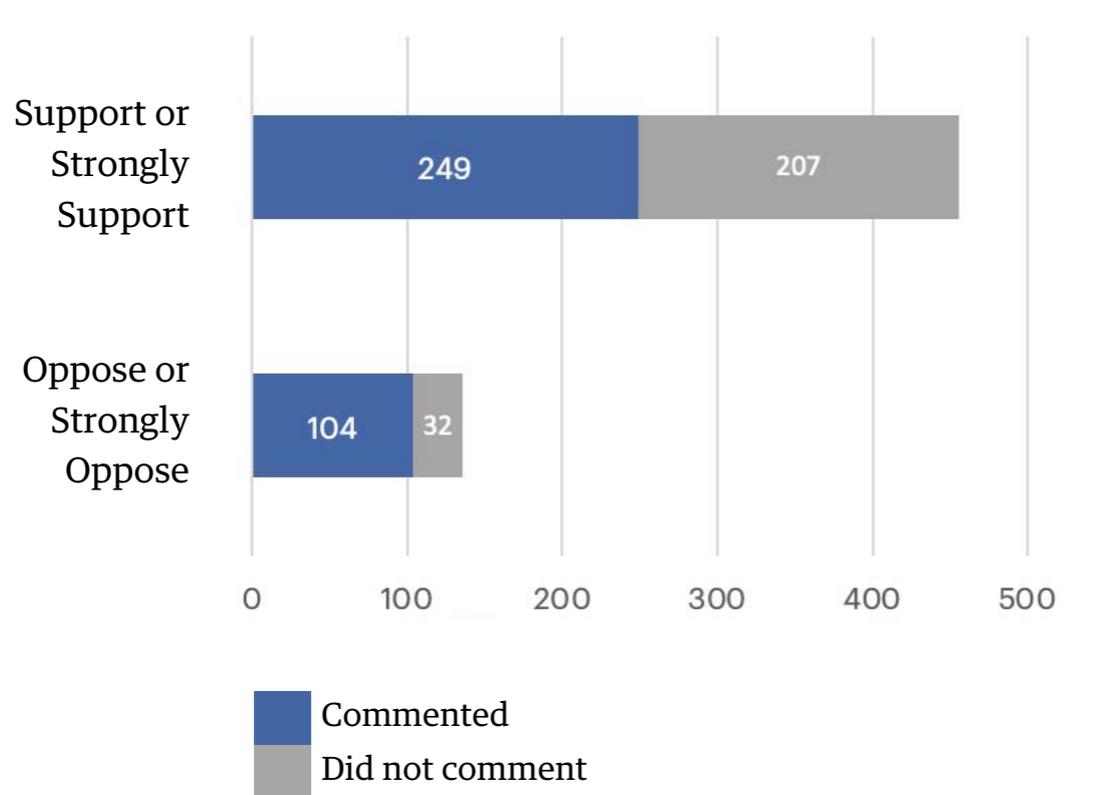
People who live with a disability or accessibility issue thought the impacts for different users would be...



Comment themes

Who commented on the proposal?

61% of all respondents left a comment.



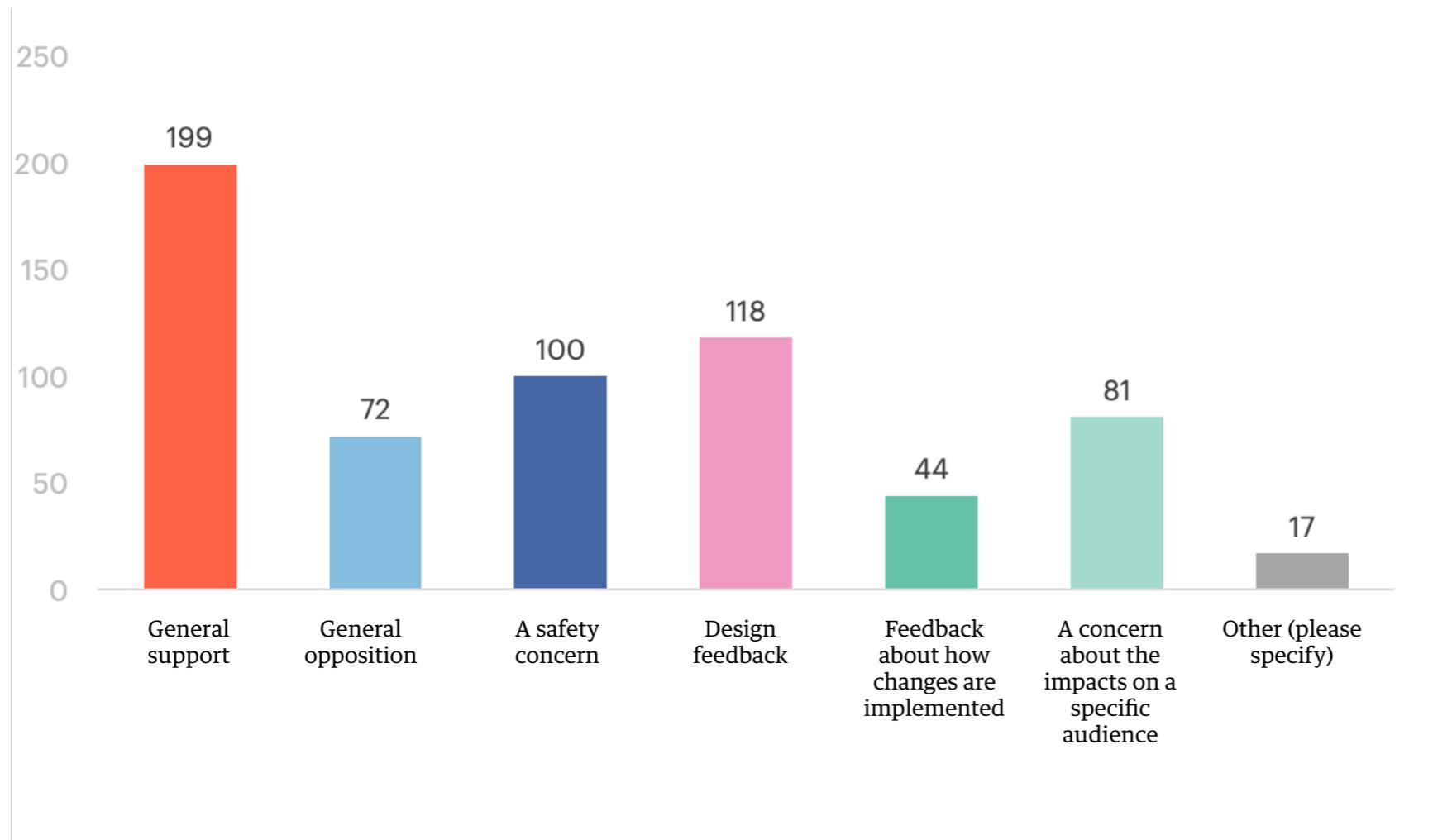
355
Total comments

55%
of people who supported/
strongly supported the proposal
left a comment

76%
of people who opposed/
strongly opposed the
proposal left a comment

How would you categorise your feedback?

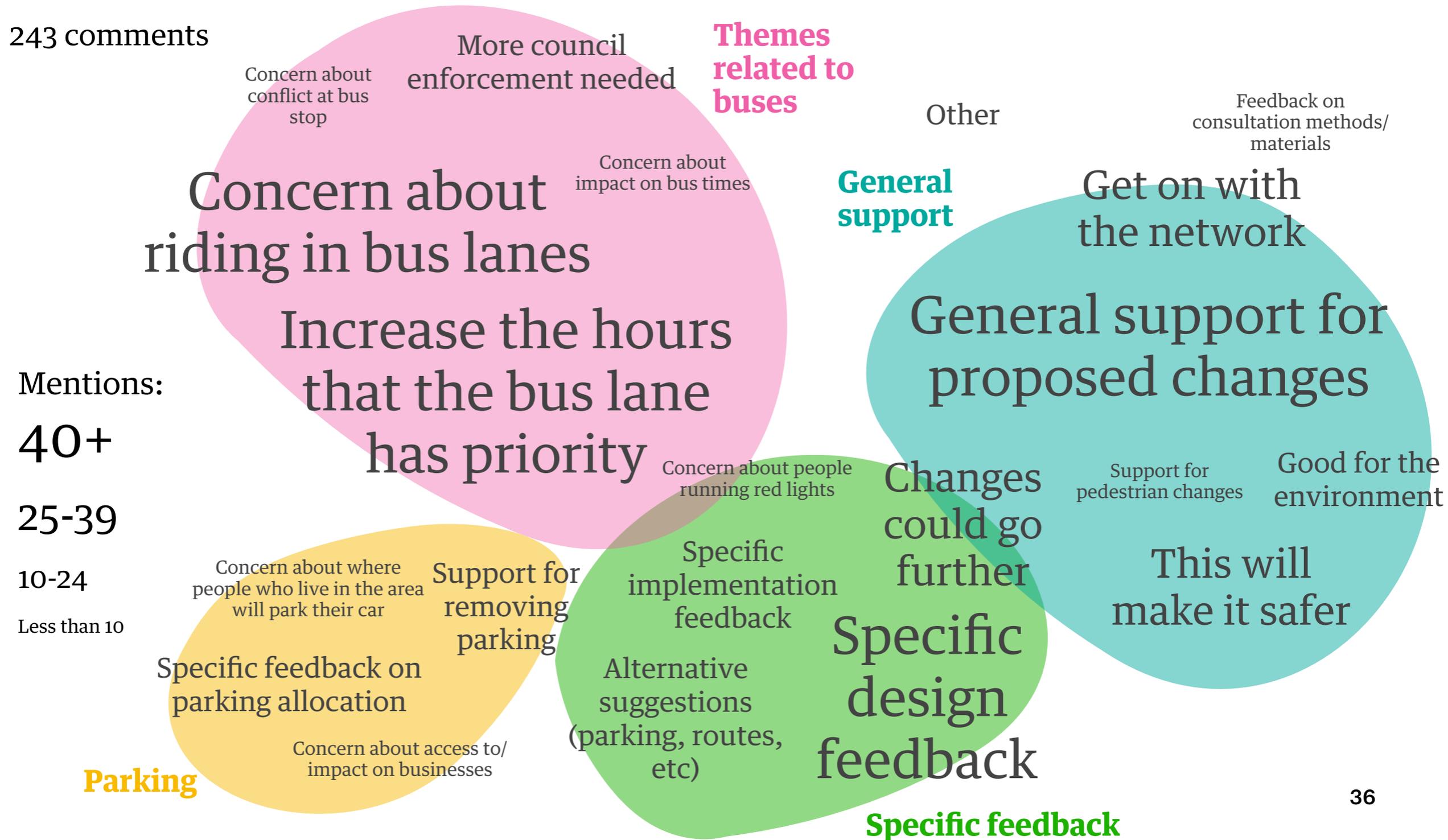
Respondents could select multiple answers.



Support for the proposed changes - Themes

The themes below are based on the comments from people who said 'support' or 'strongly support' in answer to the question "Do you support the proposed changes to the Botanic Garden ki Paekākā to city route? These include traffic resolution TR134-22." One comment can contain multiple themes.

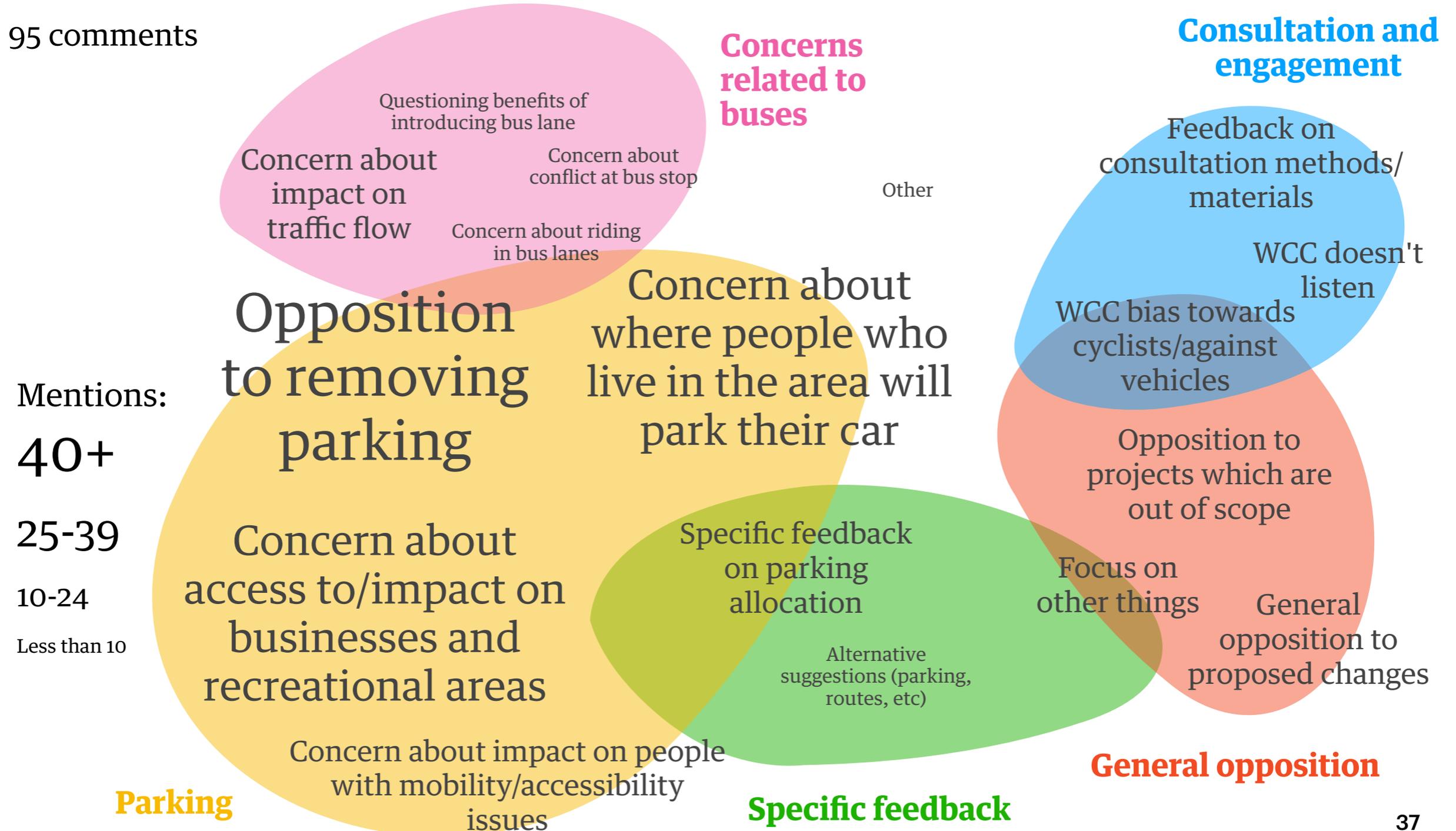
243 comments



Opposed to the proposed changes - Themes

The themes below are based on the comments from people who said 'oppose' or 'strongly oppose' in answer to the question "Do you support the proposed changes to the Botanic Garden ki Paekākā to city route? These include traffic resolution TR134-22." One comment can contain multiple themes.

95 comments



Specific design feedback (1 of 7)

All comments in the engagement were analysed to capture specific design feedback.

Specific design feedback:

- Make sure bollards are more solid, durable and are not vandalised (Brooklyn used as an example to avoid)
- Ensure that cycleway is kept clear from obstacles (eg rocks, branches)
- Make changes applicable for 24/7 - not just commuter hours
- Extend the commuter hours to be longer (eg start at 6am)
- Consider gradually extending the hours to ease people into the changes
- Reverse time window to make bus lane the majority of the time and parking during selected business hours
- Make this lane just a biking lane during rush hours, and parking the rest of the time
- Make sure there is sufficient space and visibility at intersections (eg Tinakori/Bowen, Bowen/Terrace) - especially for cyclist to merge
- Avoid use of bicycle platforms at bus stops - particularly uphill.

... I think the morning commuter hours should be widened to start from 6am or 6.30am to be practical.

...The lane is often full of 'muck'/stones. This is because the muck gets caught in the cycle path/can't be blown out and the road sweepers can't fit....

...It's not clear from the proposal why clearway needs to operate outside business hours - if your intention is to support local businesses, it would be good to flip the timing: bus lane by default, but revert to carparks for just some hours during the weekday.

...My now remaining concern is the transition from Tinakori to Bowen, and Bowen to The Terrace, as it looks like cyclists will need to merge with traffic to make these turns. Please ensure that there is sufficient space allowed for this!

...I think it's a shame some of the changes are peak hour only though, we need better bus/bike lanes all the time, especially on weekends when going to recreational activities. Prioritising "commuters" feels very exclusive of families travelling and enjoying our cities and instead prioritising storing of (larger and larger) cars all day....

...I also don't fully support the bus platforms in the cycle ways. I understand the concept but would instead support bus lanes also being cycle lanes so that there is no need for platform. I have experience people waiting for buses stepping into the bicycle lane on platform when there are no buses nearby which is a significant hazard for bicycle riders and pedestrians. When a platform is on an uphill section, the need to stop to let bus passengers off really impacts cycling up the hill.

Specific design feedback (2 of 7)

All comments in the engagement were analysed to capture specific design feedback.

Specific design feedback:

- Ensure bus stops don't cause vehicle accidents (consider merging bus stops with main Botanic Garden bus stop)
- Have bus stops set up as to not have conflict with cycle lane when people are exiting buses.
- Introduce enforcement measures to ensure vehicles don't run red lights (especially Tinakori/Bowen, Bowen/Terrace)
- Include enforcement to ensure that vehicles don't drive in bus lanes
- Reduce vehicle speeds using traffic calming measures (eg speed bumps, narrow car lanes)
- Design doesn't cater well for cyclists heading north from the bottom of Bowen st (eg Victoria University's Pipitea Campus or heading up Molesworth St)
- Make shared lane feel like a 'Bike lane which buses can use'
- Make the uphill lane on Bowen St also commuter hours
- Make sure cycleways are separated/protected.

.... What steps is the Council taking to ensure people don't drive in bus/ bike lanes? Enforcement elsewhere is not effective enough.

Make both sides of the Bowen street cycleway fully protected

In addition to separate bike lanes, passive measure to reduce speed of cars will be necessary (bumps, narrower car lanes etc).

there is consistent red-light running at the Tinakori/Bowen and Bowen/The Terrace intersections during rush hour. This needs to be mitigated. As part of the design plan, please consider installing redlight cameras at these intersections.

The in-lane bus stop on Tinakori Road will cause driver frustration and could, as it is immediately after the corner, cause nose-to-tail accidents (especially 2-3 cars back from the stopped bus). The Council should consider amalgamating this bus stop with the main Gardens bus stop only 200m away (which is too short for two buses to stop at the same time and therefore itself needs extending anyway).

i strongly recommend against having bus stops to the right of the cycle lane. this will result in accidents as people stepping off a bus pay no attention to where they are going and are completely invisible to oncoming cyclists. pedestrians are even worse to share with than vehicles, especially when they are specifically directed to walk across in front of cyclists

The design works well if you're heading to the Botanic Gardens or the Terrace but it does not appear to work well for people like myself heading to Victoria University's Pipitea Campus or heading up Molesworth St. It will require that cyclists to turn left at the Quays and continue in fast moving, northbound traffic along Waterloo Quay, where there is no protected bike lane, to join the (problematic) bike lanes on Bunny St because there won't be a safe way to turn north from Whitmore St to Stout or Lambton Quay/Molesworth St.

Specific design feedback (3 of 7)

All comments in the engagement were analysed to capture specific design feedback.

Specific design feedback:

- Widen vehicle lanes to avoid conflict with buses
- Ensure sufficient decelerating space for cyclists travelling downhill to enter Ballantrae Place and Museum St safely
- Improve cycle access to waterfront by changing traffic lights on Whitmore Street to give bikes a green light on every rotation (not every second rotation)
- Make Ballantrae Place left turn in and left turn out only, this is too dangerous for right turns
- Make the left hand turn for cyclists from Bowen into The Terrace safer
- Reconfigure traffic lights to prevent cars turning left constantly (eg Whitmore St into Featherston St, and Whitmore St into Lambton Quay)
- Concern about usage of Patanga St parking - disruptive to traffic flow
- Tinakori Rd/Bowen St intersection - heading into town is prone to sun-strike.

... it is critical to provide sufficient space for cyclists traveling down Bowen st to be able to decelerate and turn into ballantrae place safely. The current proposal appears to remove space to safely slow down in the left lane and makes the turn more acute - this will make it more dangerous in wet conditions than what is the current situation and create more conflicts with pedestrians stepping out in front of cyclists. Given the heavily trafficked nature of the location and the fact that it is unsafe for cyclists to remove their left arm from the handle bars to signal they are turning left and as per the proposal buses will be in the same lane- it is essential to provide space for cyclists traveling to Ballantrae place safely.

.... The Tinakori Road/Bowen Street intersection heading into town is very prone to sun strike during winter and this plan will need to consider clear "separation" of motor vehicles and bikes/scooters at this intersection.

A peak period cycleway uphill can be done by using plastic speed hump material placed lengthways along the road, similar to what is used around driveways in Wellington's existing cycleways. This would provide separation when the cycleway is in operation and allow parking outside of peak period

I would seriously consider making ballantre Street left in, left out only. Right turning vehicles from Bowen St underestimate the speed of cyclists down Bowen St and often try and make the turn movement in front of them Reallocating the right turn bay space could also provide a bit more breathing room for cyclists on the western uphill path.....

... For Bowen St, if there is only an uphill cycle lane then please take the opportunity to widen vehicle lanes and improve geometry as buses seem incapable of staying in their lanes.

Specific design feedback (4 of 7)

All comments in the engagement were analysed to capture specific design feedback.

Specific design feedback:

- Provide more space than advised for the up hill cycle lane
- Close Bowen St to private vehicles during commuting hours
- Remove westward slip lane at Terrace/Bowen intersection
- Introduce cyclist only right turn on Stout/Whitmore St intersection (eg hook turn)
- Avoid too many road markings and signage confusion
- Address timing of light phases coming from waterfront - difficult for cyclists
- Ensure stop boxes aren't too advanced (particularly Whitmore and featherston st) - this can create issues for cyclist in cross-winds
- Include more separators on the left hand turn from Bowen St to Tinakori Rd - to avoid conflict with pedestrians
- Include more pedestrian amenities where Whitmore Street intersects Featherston Street and at Customhouse Quay.

... At the intersection of The Terrace and Bowen St. Is it worth removing the slip lane towards the west. Cyclists will generally be moving somewhat slowly along this intersection and sightlines will often be blocked by pedestrians. Slip lanes encourage motor vehicle operators to move quickly through them even with the crossing located there...

...At the intersection of Stout St and Whitmore St. It may be worth keeping a cyclist only right turn. Stout St connects directly into the cycle route heading north. Cyclists do come from the waterfront and turn right at that point to join that cycle route. Removing the right turn option will require cyclists to either go north to Molesworth and then down Kate Shepperd Place, or along Waterloo Quay and then up Bunny St. I guess cyclists could instead leave the waterfront along Lady Elizabeth Lane, however that would likely need signage to educate cyclists of the alternate path.

The light phases coming out of the waterfront are super quick and it is tricky to get across the intersection on a bike, before they go red. From the drawings it appears that the advanced stop boxes are even more advanced (whitmore vs featherston). This could be a problem in whitmore st, given the dangers associated with cross winds here for cyclists (I have almost been blown into cars - if I dont take the lane as a cyclist). The other extra advanced stop boxes at Whitmore and Lambton could be a bit confusing at first too.

The shared downhill bus/bike lane seems dangerous and likely to create conflict and not eliminate risk to cyclists from motor traffic. A solution that would massively improve things for both bus and bike transport modes would be to close Bowen street to cars during rush hour and have rush hour bus lanes in both directions over the road lanes. You can then fit a separated cycle lane in both directions at all times of the day. Walking, cycling and bus travel should be prioritised over car travel along Bowen street....

Provide more space than advised for the up hill cycle lane, especially from Lambton to the Terrace.

... There should be more physical separators at the left hand turn from Bowen Street on to Tinakori Road... The kerb lines at the Sydney Street West and the Ballantrae Place intersections should be adjusted to reduce crossing distance for pedestrians and a raised table added to slow down left turning motorists.

Specific design feedback (5 of 7)

All comments in the engagement were analysed to capture specific design feedback.

Specific design feedback:

- Change light phasing for pedestrians crossing at Tinakori Rd/Bowen St intersection to give more time to pedestrians
- Make sure pedestrian islands are big enough to feel safe
- Improve attractiveness of the areas
- Turning arcs into and out of Sydney St W are very wide and make it feel unsafe to cross for pedestrians
- Improve pedestrians ability to cross Bowen St (particularly outside Anderson park)
- Consider making Patanga Cres a raised continuous footpath
- Move bus stop opposite Botanic Gardens entrance - buses block driver visibility of pedestrian crossing
- More provisions needed to enable cyclist to safety turn right at intersections along the corridor
- Lambton Quay will eventually not be open to cars, so a specific left turn bay from Whitmore St to Lambton Quay shouldn't be needed
- Improve Terrace bus lane signage
- Reduce Molesworth end of Whitmore street to two lanes - allows for more space and easier for cyclists to switch lanes
- Improve right turn from Whitemore to Lambton for cyclists.

... Consider also making Patanga Cres a raised continuous footpath

... The turning arcs into and out of Sydney St W are very wide and make it feel unsafe to cross. Could you make this a continuous footpath or reduce the crossing distance? ...

... Currently, it feels unsafe waiting with small kids to cross Bowen St at the Tinakori/Bowen intersection in a north-east direction. The corner is almost blind and cars speed round it. I hope the proposed solution with the additional crossing over the bike line gives very good visibility when crossing the bike lane to the island, as e-bikes can come up the hill fast. The island also needs to be big enough for pedestrians to feel safe waiting there ...

... Also, to ensure compliance with the Terrace bus lane, you should change the marking leading up to that left lane saying left turn only (except bus)...

... Lastly, you should move the bus stop opposite the botanic gardens entrance forward 10-15m. Currently, buses stop right by the zebra crossing, blocking a car going uphill's view of pedestrians waiting to cross towards the botans entrance...

Specific design feedback (6 of 7)

All comments in the engagement were analysed to capture specific design feedback.

Specific design feedback:

- Make left hand turn green light from Bowen St to the Terrace, the same phasing as the normal green light - currently conflicts with the stop boxes
- Add a head start traffic light for cyclists at multi-lane intersections
- Install some ramps near the shops, dairies and cafes along this route so that it is easy transition from bike path to footpath
- Include bicycle parking along the route
- Remove more parking or create space for opening doors
- Reduce all speeds to 30 kmph or 20 kmph
- Remove cycle lane in certain areas due to low speeds and possibility of sharing the road
- Extend the right turn lane into Featherston Street
- Ensure there is sufficient width for turning buses (eg Bowen and Lambton Quay corner)
- Ensure that cycle lane will work well with temporary bus stops (eg often on Whitmore St)
- More wheelchair accessible footpaths/road crossings.

... Only area of feedback is the uphill junction of Bowen and Terrace. Currently, the left hand turn onto Terrace goes green whilst uphill remains red. This creates some challenges with the proposed design as the green stop box for cyclists sits in front of the left turn lane only. Ideally would like the uphill to always be green at the same time as the left turn, so cyclists can safely sit and wait in that box without blocking traffic wanting to turn left, then go immediately forwards.

... Buses turning left from Lambton Quay into Bowen St heading uphill- buses generally straddle both lanes currently making the bend in Bowen St there. Concerns are that the single lane width (3.5m) wont be enough for turning buses and they may creep into the cycle lane... maybe start the cycle lane further up after that bend there.

As a wheelchair user I would like to see better footpaths and road crossing cutouts included when upgrading this route. I currently cannot visit the gardens alone as my wheels get stuck in the gutters when trying to cross the road at the Bowen/Tinakori road intersection and crossing the other roads on the downhill side of Bowen are not much better.

...Tinakori Road to St Mary Street- concerned about the off-peak, on-street parking. Prefer this to be removed and if it does remain then clear space allowed for a door zone and the importance of this space communicated with riders and people parking vehicles.

.... I recommend extending the right turn lane into Featherston Street all the way to the Stout Street intersection as more vehicles will be driving around there hunting for car parks and loading zones once the Golden Mile changes have been done.

Whitmore Street: I oppose a cycleway along here because it is flat terrain and has a 30kph speed limit. This means everyone can safely share the road. If required, providing bike pre signals at each intersection here would be more beneficial instead of the cycleway to give us a pre start at the lights.

... Please make all 30km per hour if not already

Specific design feedback (7 of 7)

All comments in the engagement were analysed to capture specific design feedback.

Specific design feedback:

- Ensure left turning lane is long/wide enough for buses turning left from Bowen to Tinakori Rd
- Concern about access to Bolton Street Cemetery
- Make Bowen cycleways fully separated but keep Tinakori (downhill) cycle/bus lane
- Ensure safety measures are taken at the end of cycle lane (Glenmore St), particularly for people turning into the botanic gardens
- Consider P5 parks on St Mary's Rd for businesses
- Prioritise Thorndon neighbourhood carshare
- Prioritise Thorndon neighbourhood residents' bike and scooter parking on aide streets
- Dual direction cycle lane should be further explored on the Botanics side
- Replace some commuter parking on side streets with temporary parks to visit businesses
- Make cycle lane divert past cenotaph to avoid Lambton Quay and conflict of modes
- Include a new Bowen St bus stop
- Currently no bus route that goes along Lambton Quay and up to Kelburn.

... Currently there are really poor bus routes from the city to Kelburn. There is no bus that goes along Lambton quay and up to Kelburn. Only the number two which stops outside the karori tunnel. And the buses are always very full....

.... Particularly the dairy on Tinakori Road may require one p5 zone on St Mary's Rd to make up for the loss of parking space on Tinakori Rd.

...Some temporary parking could be added for the first few spots of the side streets which if commuter parking is removed would not be a problem and allow people to park to visits business.

This proposal was developed without considering that the Bolton Street Cemetery is a very popular visitor destination....

Also, consider prioritising neighbourhood carshare (for residents), and residents' bike and scooter parking on the aide streets, to make it easier for Thorndon residents to love carfree

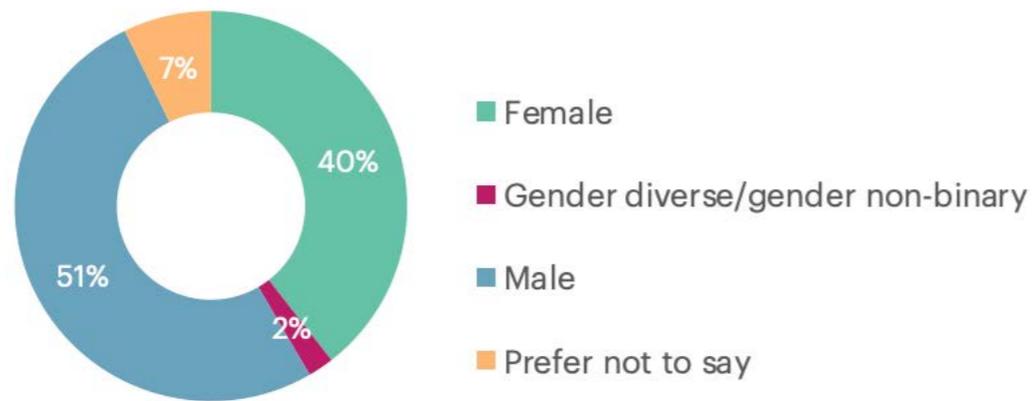
... I'm also concerned about the bit between the Terrace to Lambton Quay where the bike lane completely disappears. Have you thought about taking the bike lane around behind the Cenotaph and join up with the shared path on Bunny Street - this would be a great way to link up with the Train Station and could then go down to the water front via Lady Elizabeth Lane.

Who we heard from

Demographics

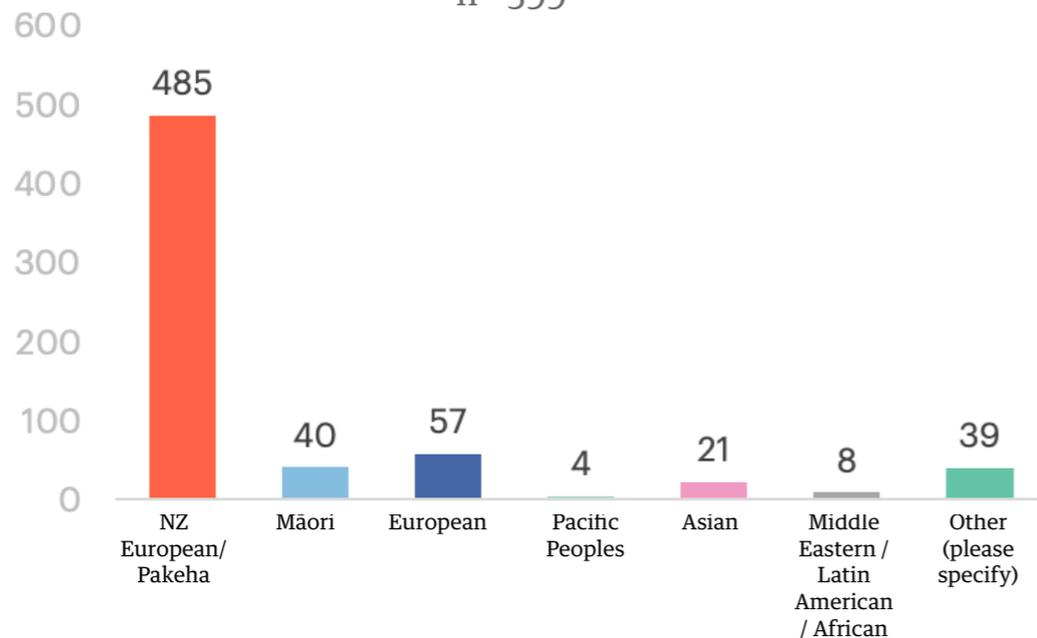
Please choose the gender that best identifies you:

n= 608



Please choose the ethnicity group/s you identify with:
(You can select more than one)

n= 599



Total does not add up to 100% as people can select more than one ethnicity.

81% of respondents identified as NZ European/Pakeha

7% identified as Māori

9% identified as European

1% identified as Pacific Peoples

4% identified as Asian

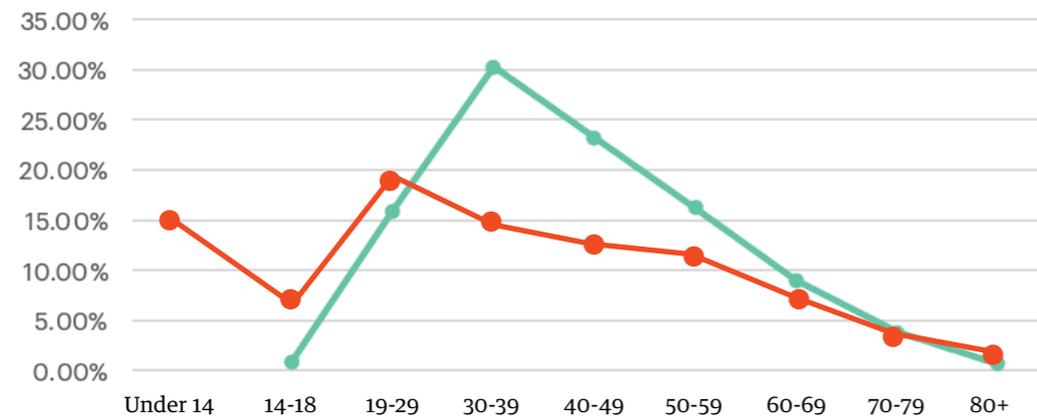
1% identified as Middle Eastern / Latin American / African

7% specified another ethnicity

Demographics

Please choose the age group you belong to:

n= 598

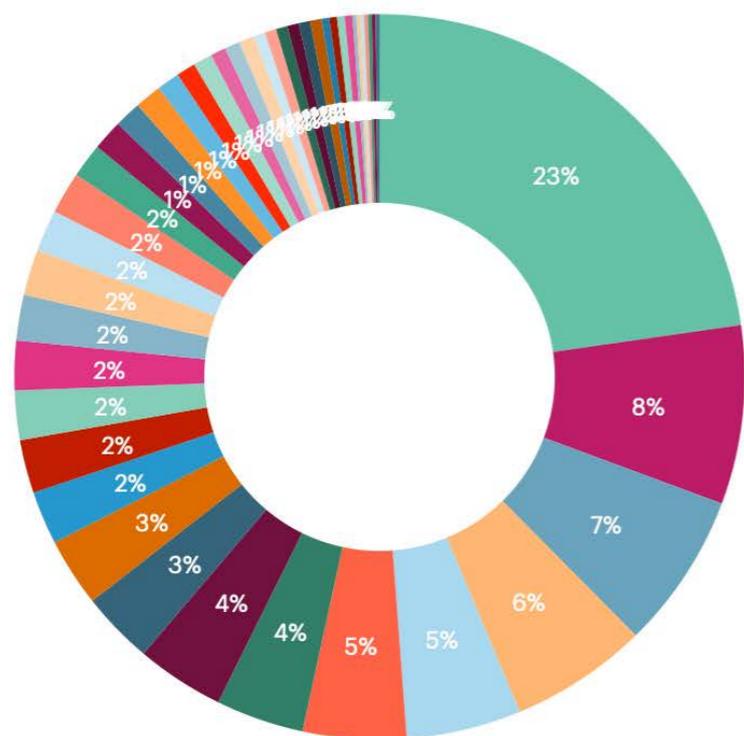


Demographics

Which suburb do you live in?

If you live outside Wellington City, please select 'other'

n= 590



134	Karori	12	Khandallah	3	Lyall Bay
47	Northland	11	Wilton	3	Churton Park
41	Thorndon	11	Berhampore	3	Broadmeadows
36	Other	9	Miramar	3	Southgate
30	Kelburn	8	Wellington Central	2	Rongotai
27	Newtown	7	Johnsonville	2	Kingston
23	Island Bay	7	Roseneath	2	Owhiro Bay
23	Brooklyn	6	Newlands	2	Seatoun
19	Wadestown	5	Tawa	1	Maupuia
18	Mount Victoria	5	Houghton Bay	1	Karaka Bays
14	Mount Cook	4	Melrose	1	Woodridge
14	Te Aro	4	Crofton Downs	1	Pipitea
13	Ngaio	4	Mornington	1	Vogeltown
13	Aro Valley	3	Kilbirnie	1	Kaiwharawhara
12	Hataitai	3	Makara	1	Strathmore Park

Organisations we heard from

Abletech Ltd	Greater Wellington Regional Council (Metlink)
Aotearoa Accessibility Tourism travel to	Nocar Cargo
Creswick Valley Residents Association	PNP Cycle Club-("sports" cyclists)
Cycle Wellington	Secondo
Cycling Action Network	Switched on Bikes
Disabled Persons Assembly	Thorndon Residents Association
Friends of Bolton Street Cemetery	Urbanerds
Friends of the Wellington Botanic Garden	Wellington Collegians Cricket Club
Tinakori Rd Business and Residents group	

Other engagement activities

Community drop-ins and events

We hosted four drop-in sessions and events along the route. Community members could pop in, get the information they are interested in and ask questions of staff, as well as find out how to have their say during the formal consultation period. Over 250 community members attended. It was also an opportunity for people to find out about the proposed improvements to biking, busing and walking happening across the city.

Events were held in:

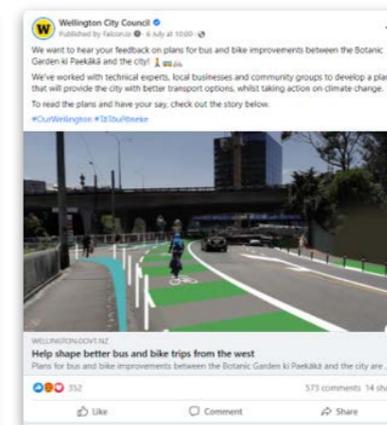
- Museum Street, Pipitea
- Thorndon Saturday morning markets
- Entrance to Wellington waterfront, Pipitea end opposite Whitmore Street
- Victoria University, Pipitea Campus.



Promotion and advertising

The consultation was promoted through media, email, radio advertising, Dominion Post ad, billstickering, Adshels, and a variety of digital channels, including Stuff, Google Display Network, Google Search, and Metservice. Promotion activities performed higher than industry average across the board.

As well as a media release and news stories, Council's social media channels were used to promote consultation. The campaign performed well above or at average across all channels. The Facebook post received the most comments of all posts in July.



Appendix: theme definitions

Theme name explanations

Theme name	Theme explanation/example
Alternative suggestions (parking, routes, etc)	Comments that advocate for alternative solutions in the Botanic Garden to City area. This includes comments advocating for different routes, parking buildings, etc.
Changes could go further	Comments advocating that the solution could be improved. This includes comments about ‘making less compromises’, ‘extend this solution further’.
Concern about access to/impact on businesses	Comments which are concerned that the proposed changes will have a negative impact on business, or comments which mentioned increase difficulty accessing businesses. This is also includes accessing the Botanic Garden.
Concern about conflict at bus stop	Comments concerned with the conflict of modes at bus stops. This includes ‘concern about bus platforms’, ‘cyclists going past bus entry/exits’ or ‘in-lane bus stops leading to vehicle accidents’.
Concern about impact on bus times	Comments which are concerned that the proposed solution will result in slower or more inconsistent bus times.
Concern about impact on people with mobility/accessibility issues	Expressing concern that the proposed changes do not cater to people with mobility issues, the elderly or children, or that they have disproportionate negative affects on them.
Concern about impact on traffic flow	Comments concerned that the proposed changes will lead to congestions or slower/less consistent traffic times.
Concern about people running red lights	Comments which mention current that vehicles are running red lights or concern with potentially running more red lights with the proposed solutions.
Concern about riding in bus lanes	Comments that are concerned about safety/comfort implications of riding a bicycle in the same lane as buses. This also references the difference between going uphill/downhill with buses.
Concern about where people who live in the area will park their car	Comments expressing concern that people who live in the area will not be able to park their vehicle, due to the lack of carparks, eligibility of certain parking type (eg residents parking) or due to allocation of parking types.
Feedback on consultation methods/materials	Comments which have feedback on how the Council is consulting and engaging on the route. This includes references to unclear information, preference for consultation timing/scope, etc.
Focus on other things	Comments advocating that the council should be focusing on other things (eg fix the pipes).
General opposition to proposed changes	Comments showing general opposition for the proposed changes. This includes comments about the proposal being ‘a waste of money’.

Theme name explanations

Theme name	Theme explanation/example
General support for proposed changes	Comments showing general support for the proposed changes.
Get on with the network	Comments encouraging Council to speed up delivery.
Good for the environment	Comments suggesting that these changes would have benefit the environment, or lead to mode shift.
Increase the hours that the bus lane has priority	Comments advocating that the 7-9am commuting hour availability of the shared lane is not long enough and should be either extended (eg 6-10am), or be the majority of the time except key business hours, or 24/7.
More council enforcement needed	Comments which advocate that more Council enforcement is needed (ineffective in other areas) for this such as improper bus lane usage, clearway parking times, etc.
Opposition to projects which are out of scope	Comments which are showing opposition to cycleways outside the scope of proposed changes (eg Newtown).
Opposition to removing parking	Comments showing opposition to the reduction in number of parks or the times that car parking is available.
Other	Comments that are niche, miscellaneous, and/or unrelated to the proposal.
Questioning benefits of introducing bus lane	Comments which are unsure that a bus lane will provide any benefits to public transport times due to geography and traffic flow.
Specific design feedback	Comments that contain specific design feedback to improve the proposed changes - this is limited to changes that would affect the plans or layout of the proposed solution.
Specific feedback on parking allocation	Comments that contain specific feedback on the type or duration of parking that should be considered in certain areas.
Specific implementation feedback	Comments that contain specific feedback on implementation (not design) such as materials, surfaces, etc.
Support for pedestrian changes	Comments expressing support for changes affecting pedestrians.

Theme name explanations

Theme name	Theme explanation/example
Support for removing parking	Comments which are supportive of the removal of parking.
This will make it safer	Comments advocating that the proposed changes will have a positive impact on safety.
WCC bias towards cyclists/against vehicles	Comments which proposed that WCC favours feedback or interests of cyclist over private vehicle users.
WCC doesn't listen	Comments suggesting that WCC does not listen to/seek feedback, or that engagement is not genuine.