



Thorndon Connections Proposal

Consultation summary

6 March to 27 March 2023

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Consultation summary

The purpose of this document is to summarise community feedback received about the Thorndon Connections 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 2021 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.

This consultation is the latest phase of ongoing work with stakeholders and the community. Over 300 pieces of feedback informed the design proposals that went out for consultation. The community have had opportunities to engage with the project through community workshops, webinars, meetings, and drop-in sessions.

The community was consulted on the traffic resolution between 6 March to 27 March 2023 (submissions accepted until 3 April). We sought feedback about the specific walking, bike and bus changes proposed for the area. We had 1067 submissions via the Wellington City Council form from individuals and organisations providing feedback on the proposal.

Generally, people who submitted via the WCC form were supportive of the changes. 70% of submitters strongly supported or supported the overall proposed street changes and 27% either opposed or strongly opposed.

The submitters who commented on changing the speed limits showed clear support for these changes with 77% strongly supporting or supporting the changes in Thorndon.

1368 submissions were made via a form developed and administered by the Thorndon Community Group. Most submissions made through this form were from individuals. Some submissions were made on behalf of an organisation, however, it was difficult to establish what organisations were represented as there was no opportunity to input a business or organisation name on the form.

General sentiment (approx. 80%) of submissions that came via the Thorndon Community Group form were opposed to parking removal (Molesworth/Murphy/Mulgrave and Aitken streets), bus stop removal and vehicle turning changes (Pipitea Street and Kate Sheppard Place). The form did not ask about the proposal as a whole. We have summarised the information made available through this form in the appendix.

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

How many responses did we get?

1067

Submissions were made by individuals, schools, or organisations via WCC's process

This report predominately summarises answers to the questions in the feedback form. Submissions received by email are considered by the project team, themed and presented to Council, however we do not infer the level of support or opposition to avoid any risk of misinterpretation.

There were a couple of late submissions (received after 5pm on 3 April). These were considered by the project team and presented to Council; however, they are not included in this consultation summary.

1368

Submissions were also received from a Thorndon Community Group.

The group submitted feedback from community members on a form separate from the Wellington City Council form. These submissions have been considered by the project team, themed and presented to Council. The feedback has been analysed separately from feedback received via the Wellington City Council form as the questions are different. Some submitters completed this form as well as the Wellington City Council form.

More information about the form is included in the appendix.

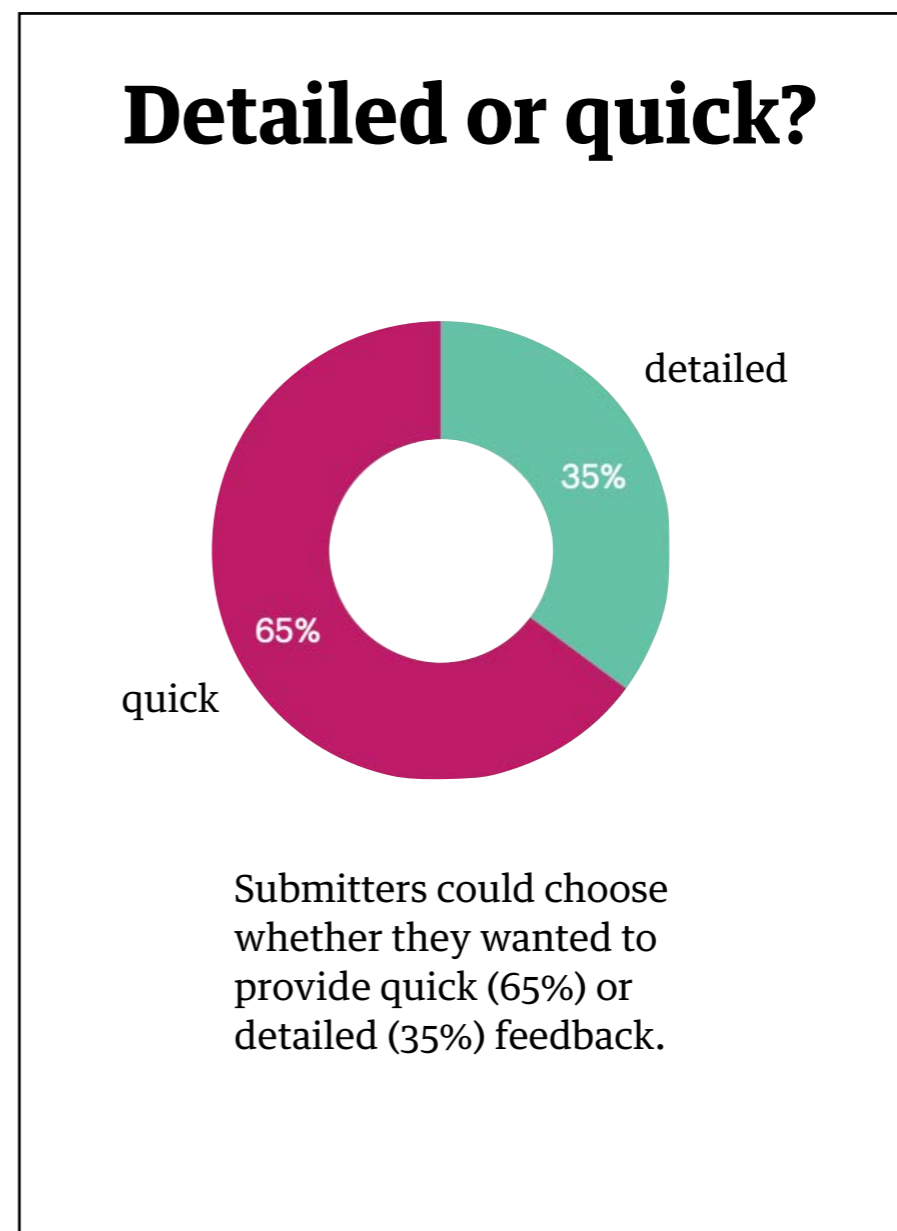
Duplicate submissions

Every submission we receive is considered genuine in the first instance. If someone has submitted more than once, we may:

- **Combine submissions** when the reason for submitting more than once is to add information to a previous submission.
- **Keep the last submission submitted**, removing the first. This is done when information in the submission has changed or is different from one submission to the next.
- **Remove a submission** where submissions are obviously in bad faith, such as multiple submissions under false names and/or malformed email addresses

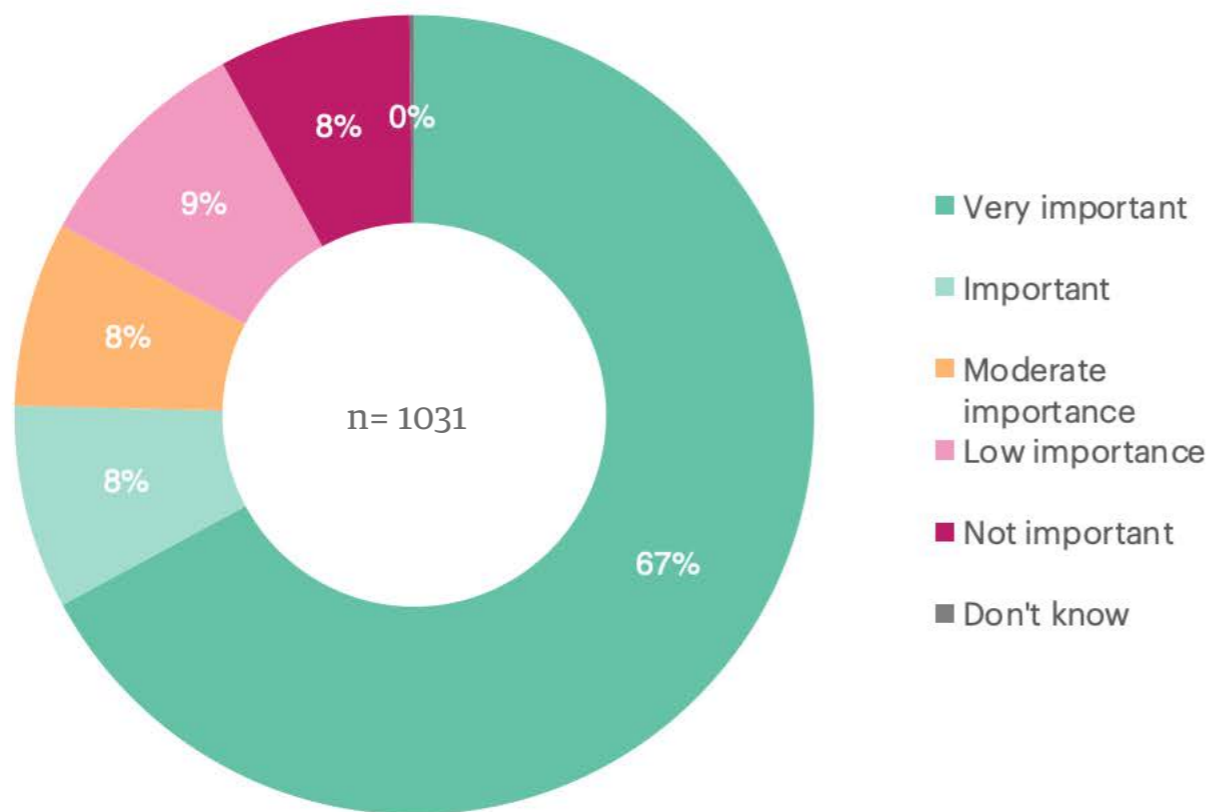
No matter how a submission is received during the consultation period (online, email or paper form), once duplicates have been removed, submissions are considered by the project team, analysed for the consultation summary report, and presented to Council.

15 duplicate submissions were identified, combined or removed.



What submitters thought

How important is it to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

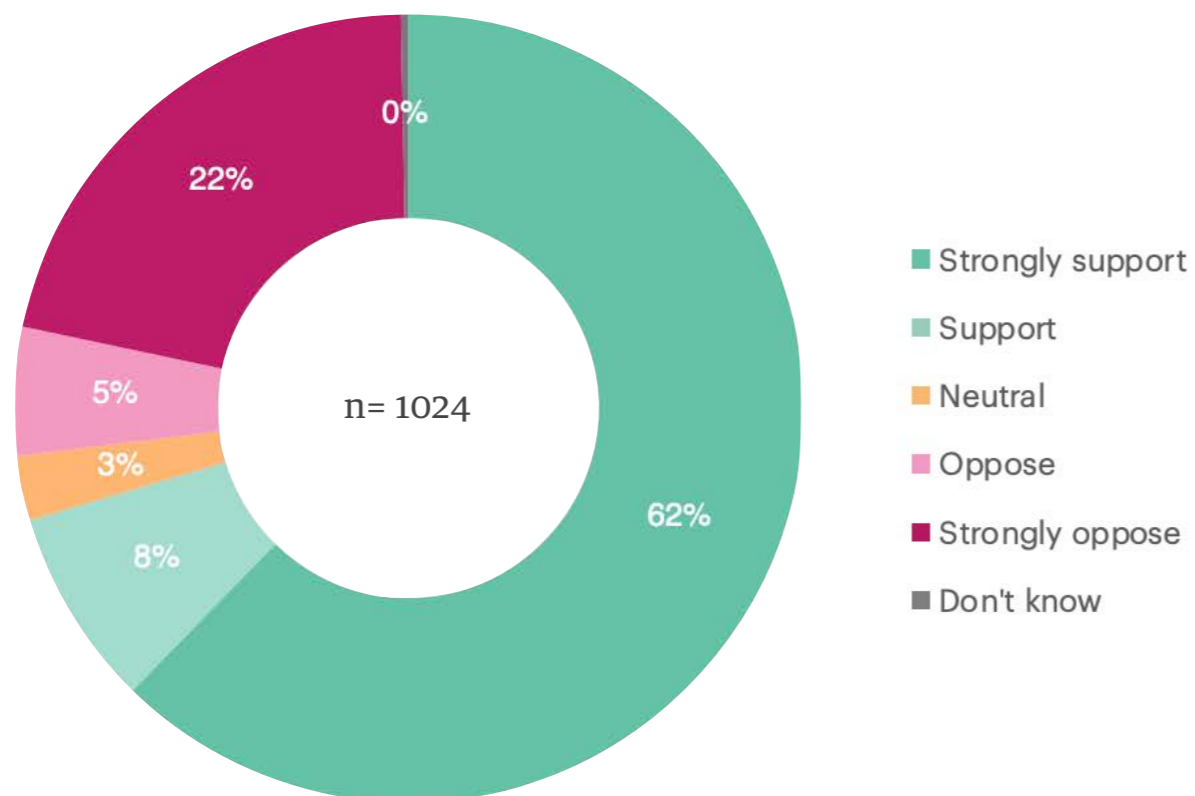


75% of respondents believe it is important or very important to make streets safer and easier for people using active or public transport.

17% believe it is of low importance or not important.

Do you support the overall proposed changes to the Thorndon Connections area?

[These include traffic resolution TR63-23]

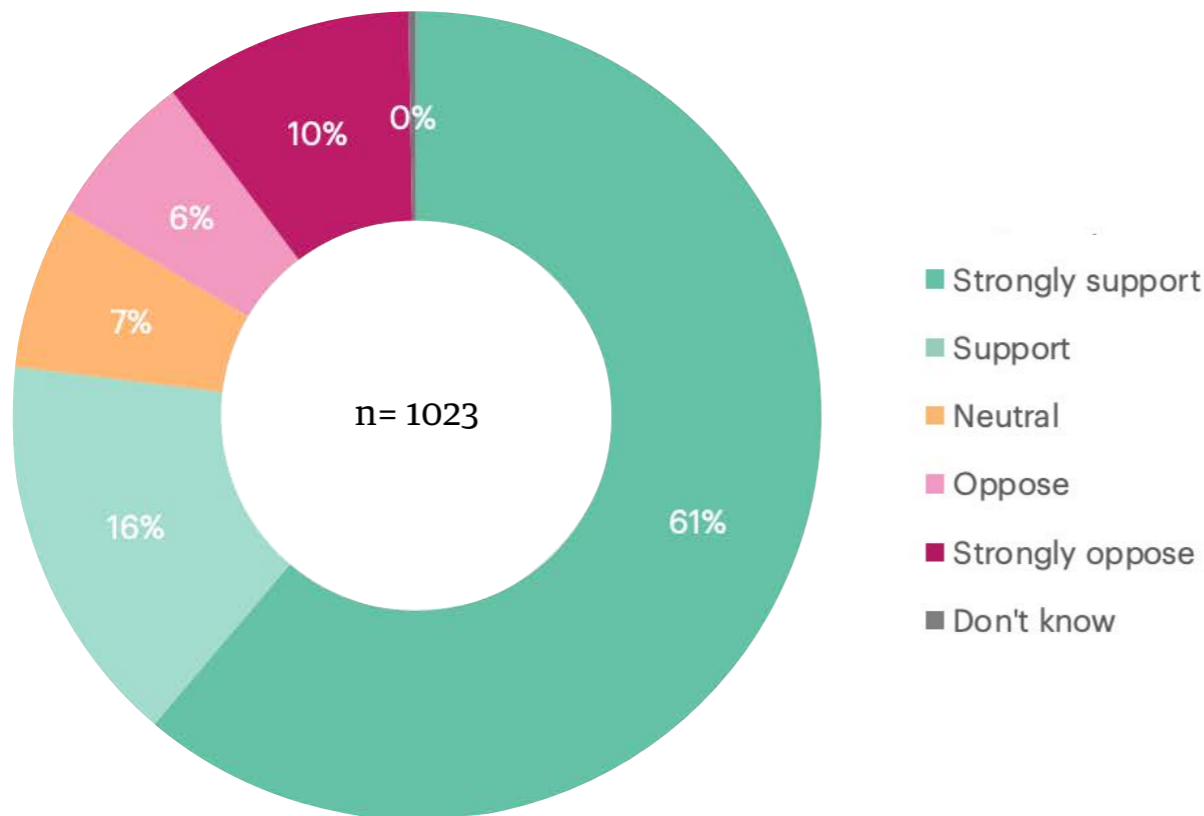


70% of respondents support or strongly support the proposed changes to the Thorndon Connections area.

27% oppose or strongly oppose the changes.

Do you support the proposed speed changes in Thorndon Connections area?

Includes 30km/h safer speed zones on Hill Street and Tinakori Road/Glenmore Street from Hill Street to the entrance of the Botanic Garden ki Paekākā



77% of respondents support or strongly support the proposed speed changes in the Thorndon Connections area.

16% oppose or strongly oppose the changes.

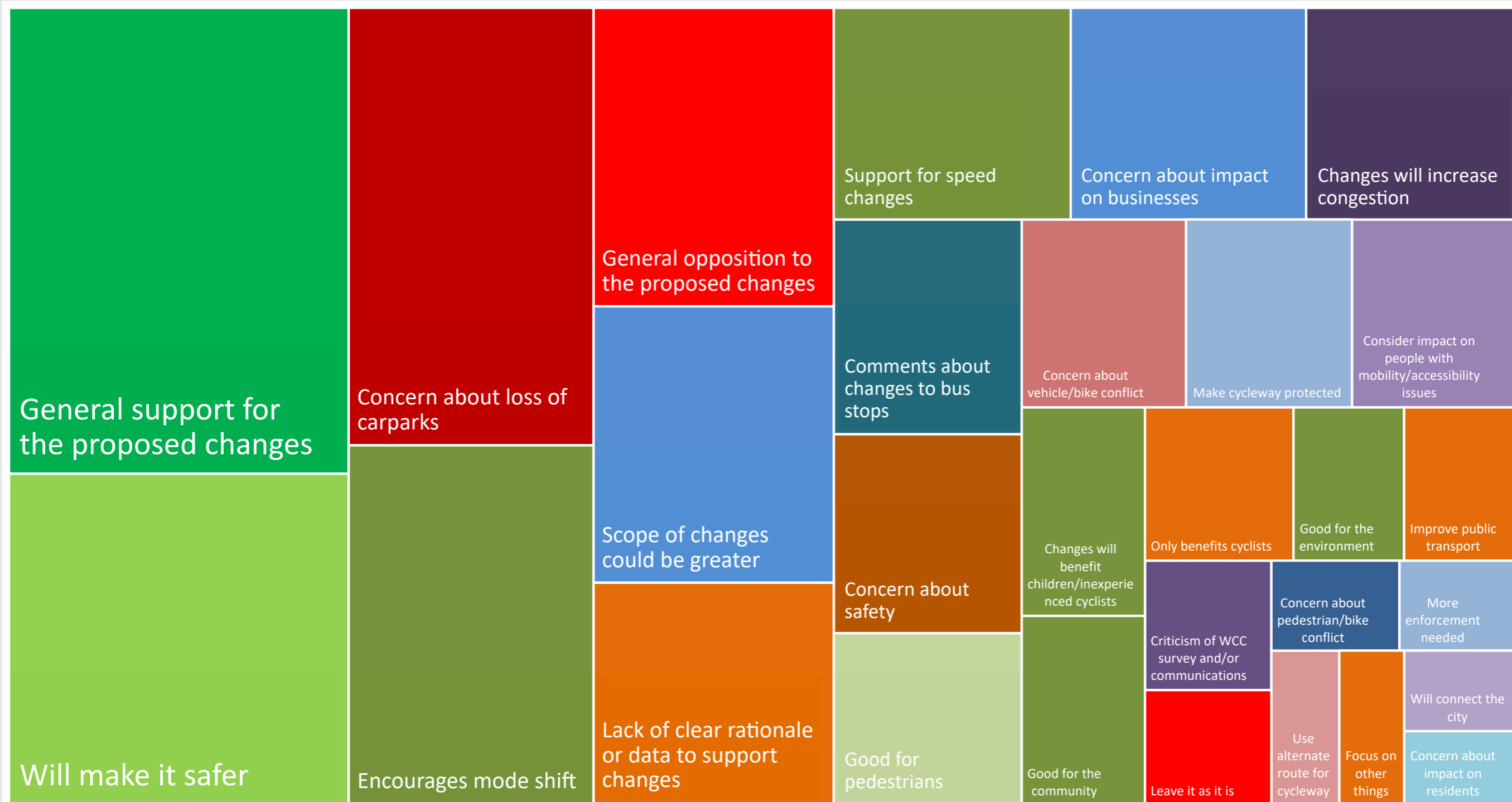
Thorndon themes

The themes below were extracted from reading all of the comments people made in WCC's Thorndon Connections survey. Further explanations of each theme can be found in the appendix.

- General support for the proposed changes
- Will make it safer
- Concern about loss of carparks
- Encourages mode shift
- General opposition to the proposed changes
- Scope of changes could be greater
- Lack of clear rationale or data to support changes
- Support for speed changes
- Concern about impact on and/or access to businesses
- Changes will increase congestion
- Comments about changes to bus stops
- Concern about safety
- Good for pedestrians
- Make cycleway protected
- Concern about vehicle/bike conflict
- Consider impact on people with mobility/accessibility issues
- Changes will benefit children/inexperienced cyclists
- Good for the community
- Only benefits cyclists
- Improve public transport
- Good for the environment
- Criticism of WCC survey and/or communications
- Leave it as it is
- Concern about pedestrian/bike conflict
- Use alternate route for cycleway
- More enforcement needed
- Focus on other things
- Will connect the city
- Concern about impact on residents in the area

All themes

The Thorndon Connections themes are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes that were mentioned fewer than 10 times are not shown.



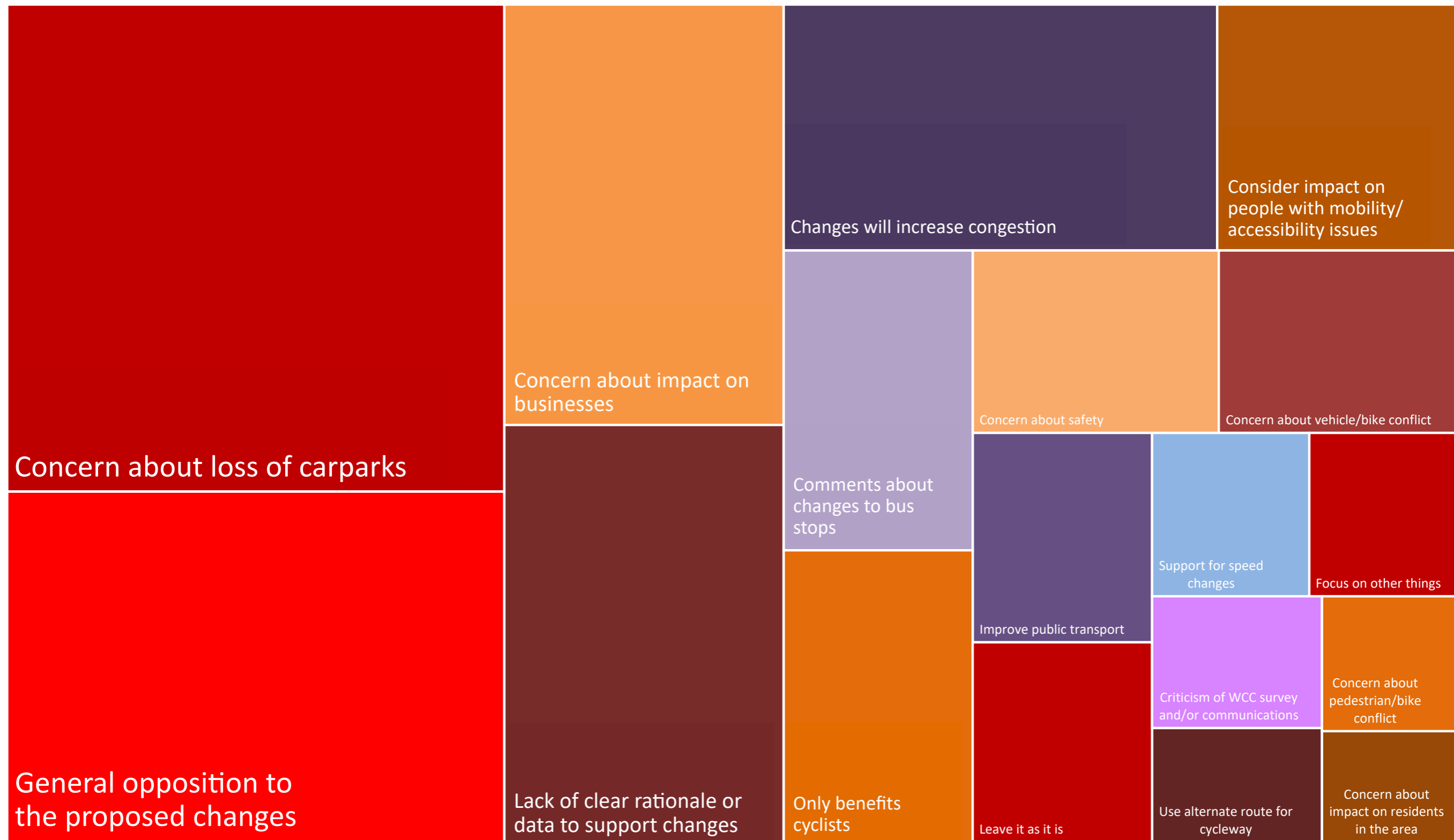
Support themes

Themes from people who 'support' or 'strongly support' the Thorndon Connections proposal are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes that were mentioned fewer than 10 times are not shown.



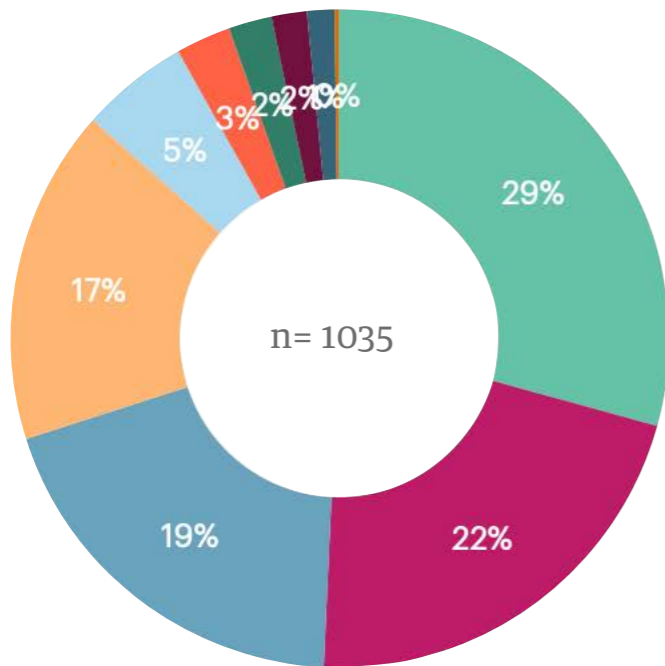
Oppose themes

Themes from people who 'oppose' or 'strongly oppose' the Thorndon Connections proposal are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes that were mentioned fewer than 10 times are not shown.



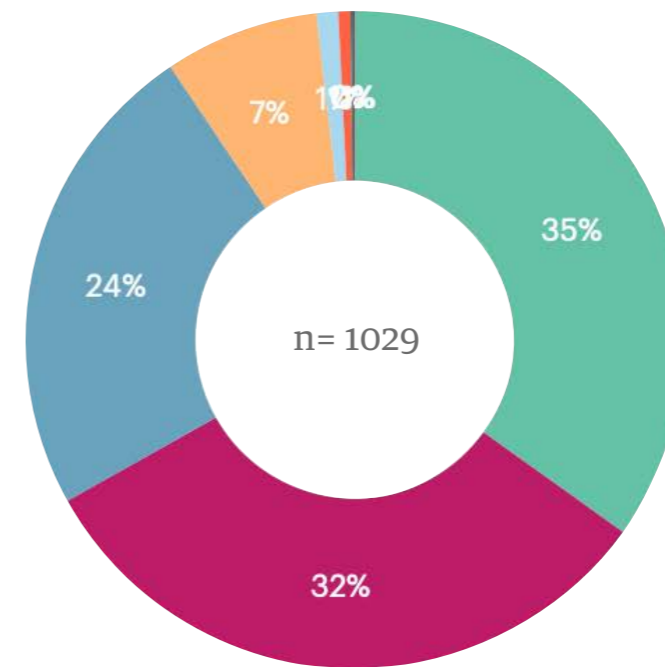
Relationship to the Thorndon Connections area

What is your main relationship to the Thorndon Connections area?



- I work in the area
- I travel through the area
- I visit the area (e.g. to see friends or businesses)
- I live in the area
- I live in Wellington
- I do recreational activities in the area (e.g. running, walking etc.)
- I own or manage a business in the area
- I go to school or education in the area
- I drop my kids at childcare, school or education in the area
- I don't have a relationship to the area

How do you normally travel around the Thorndon Connections area?

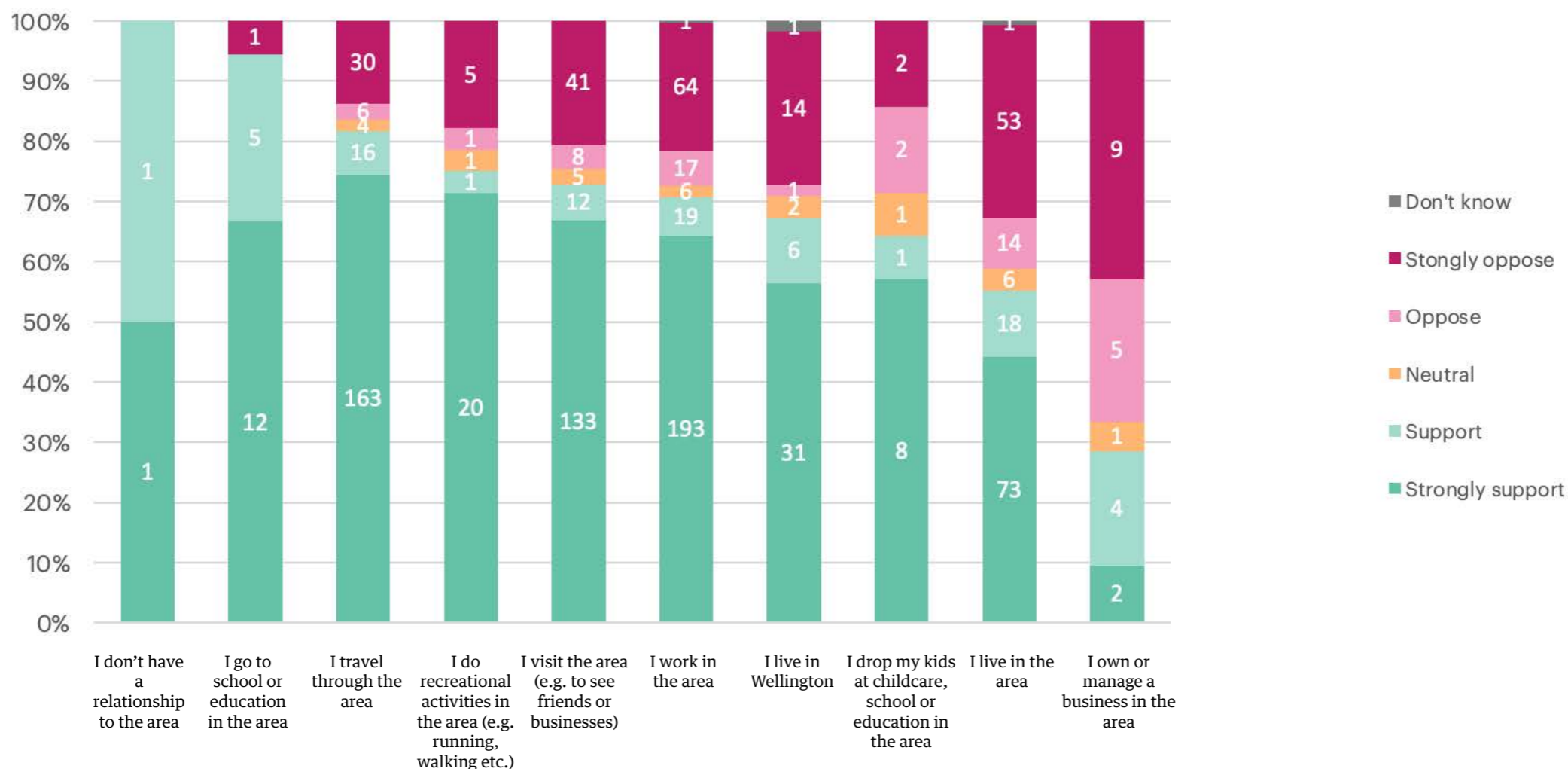


- Bicycle
- Car/Van
- Walk/run
- Bus
- Motorcycle or motor scooter
- E-scooter, skateboard etc
- Wheelchair or mobility scooter
- Commercial vehicle (e.g. van or truck)

Level of support for Thorndon Connections based on ‘main relationship’ to the area

Based on the answer to the question: “Do you support the overall proposed changes to the Thorndon Connections area? These include traffic resolution TR63-23”

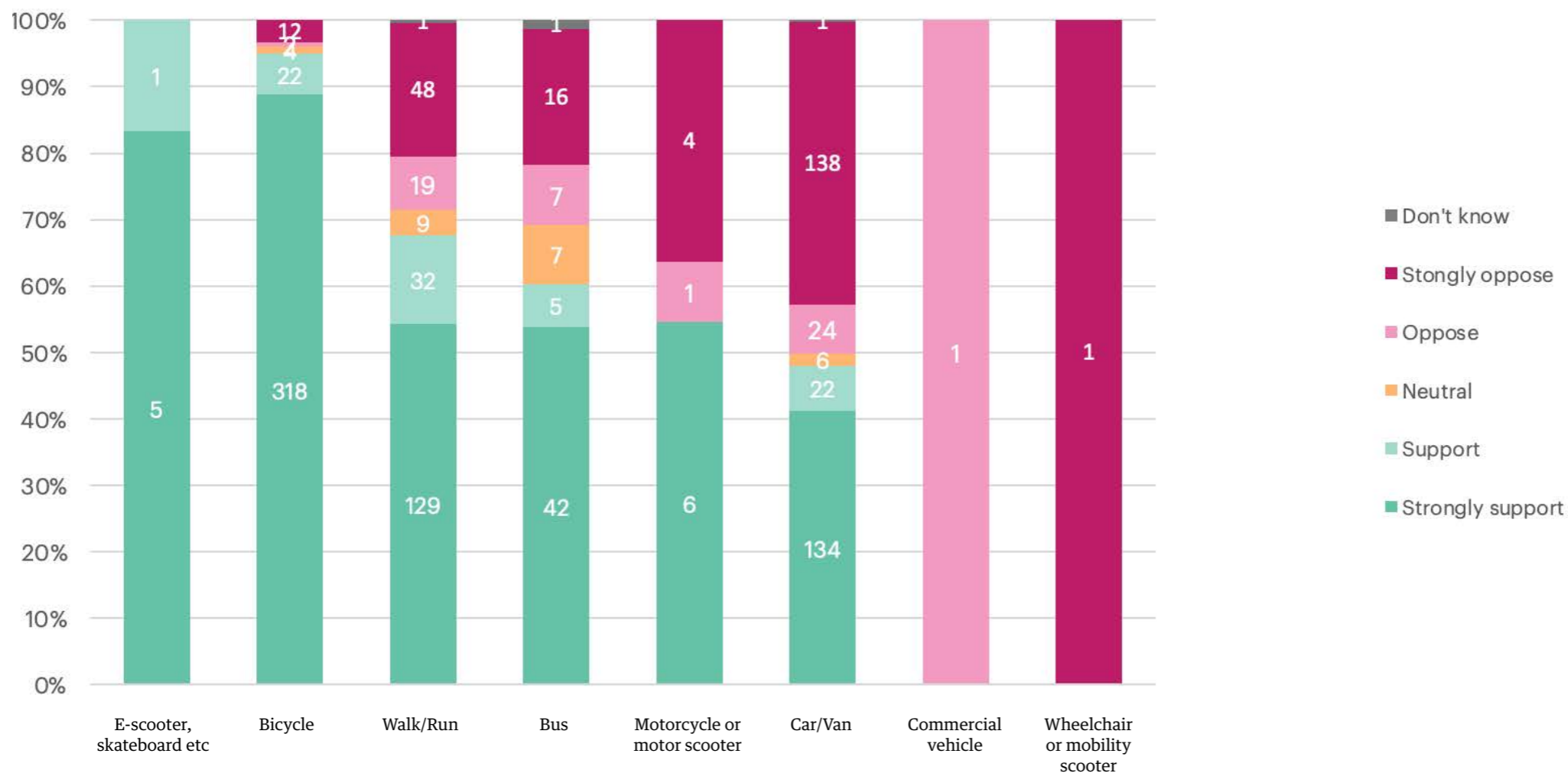
n= 1021



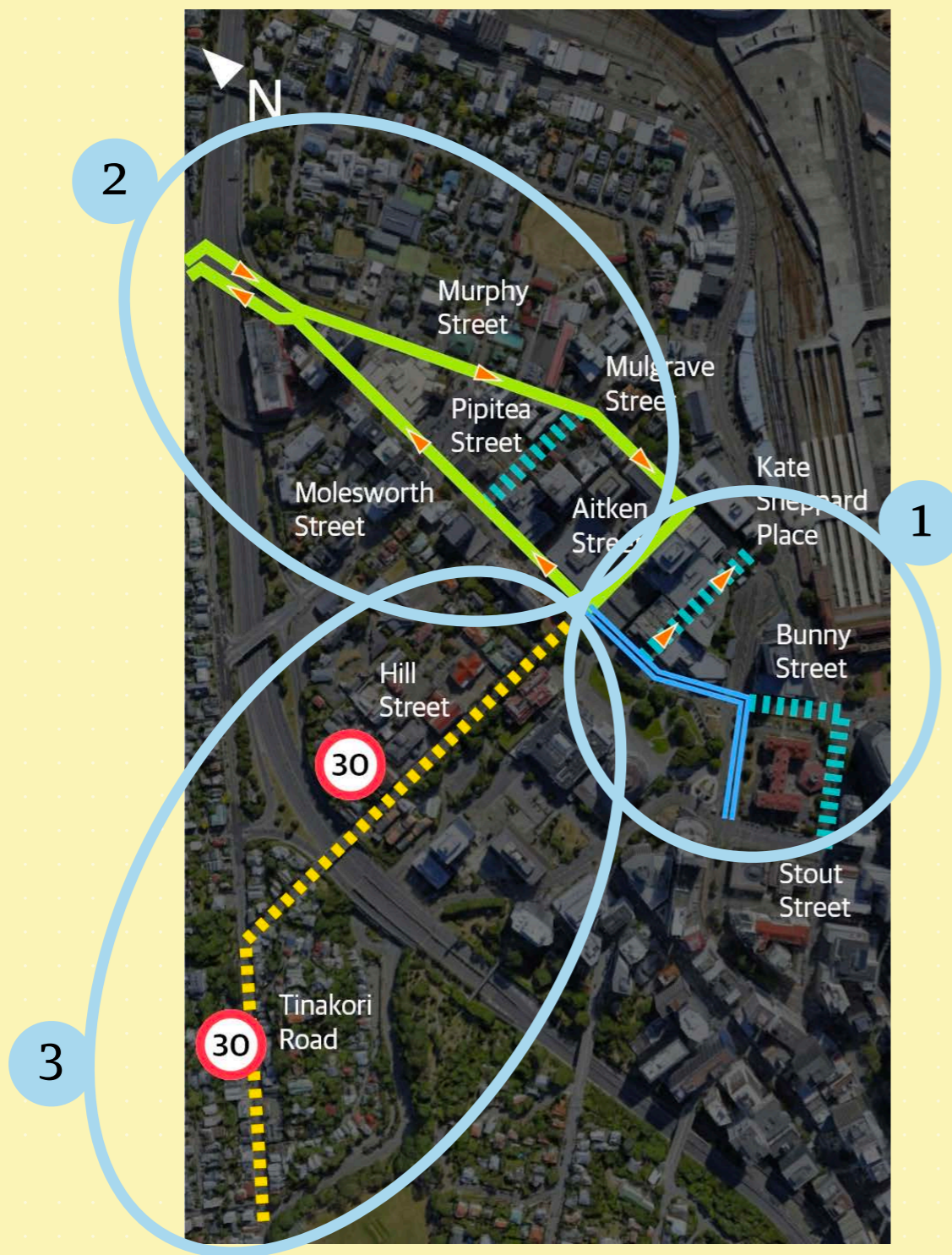
Level of support for Thorndon Connections based on how people normally travel along the route

Based on the answer to the question: “How do you normally travel around the Kilbirnie Connections area?
We understand you may use a number of different ways to travel around this area, we would like to know what mode you use most of the time.”

n= 1018



Detailed feedback about Thorndon Connections



We asked for detailed feedback about five aspects of the Thorndon Connections proposal:

1. Do you support the proposed changes within this part of Thorndon Connections? **Includes Aitken Street, the two-way bike lane on lower Molesworth Street and Lambton Quay and changes to Kate Sheppard Place, Bunny Street and Stout Street?**
2. Do you support the proposed changes within this part of Thorndon Connections? **Includes Upper Molesworth Street, Murphy and Mulgrave Street and Pipitea Street.**
3. Do you support the proposed changes within this part of Thorndon Connections? **Includes Hill Street and Tinakori Road between Hill Street and Bowen Street.**
4. Do you agree or disagree with the goals and impacts of this project?

Note:

35% of respondents chose to provide detailed feedback

Summary of support for aspects of Thorndon Connections



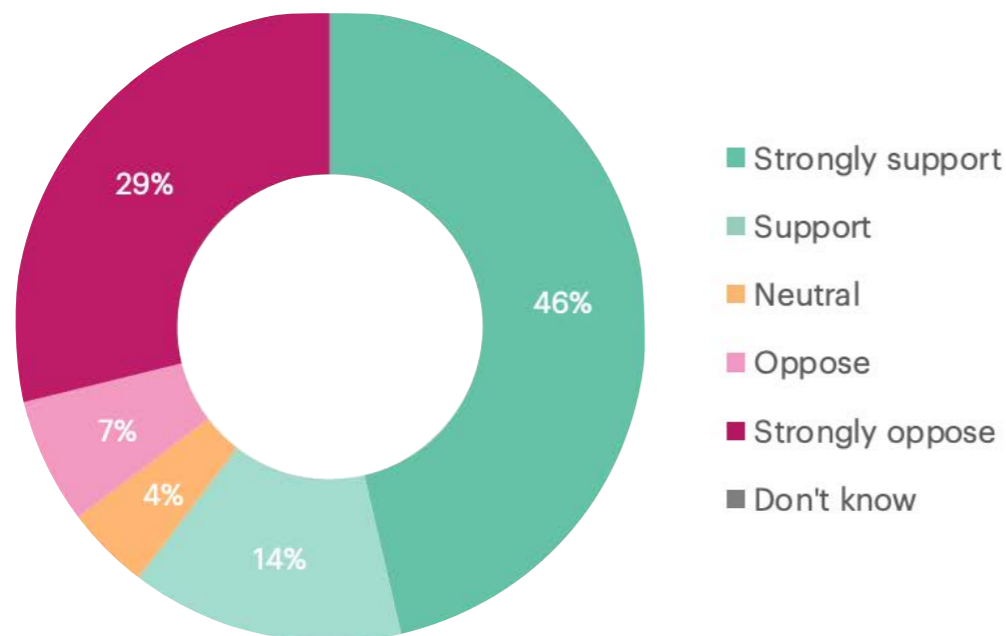
Detailed feedback: Aitken Street and south



Do you support the proposed changes within this part of Thorndon Connections?

Includes Aitken Street, the two-way bike lane on lower Molesworth Street and Lambton Quay and changes to Kate Sheppard Place, Bunny Street and Stout Street

n= 371



Protected bike lanes are very important to me and will absolutely increase my use of a bike to get around.

The removal of a significant number of car parks as well as narrowing several arterial routes that connect the CBD with the urban motorway and inner suburbs is likely to create significant additional congestion in an already heavily congested area.

Detailed feedback: Aitken Street and south (1 of 2)



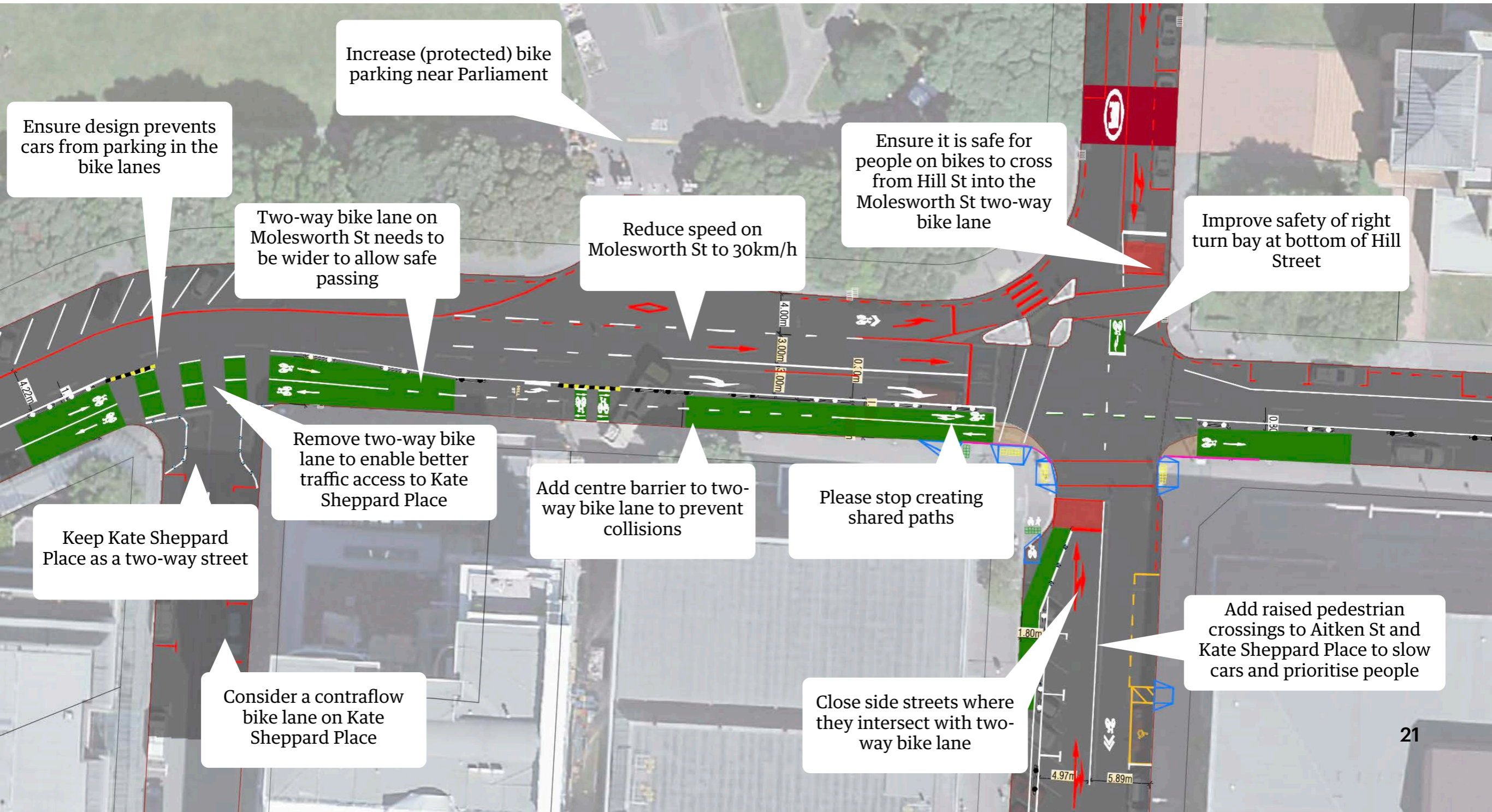
- Continue the cyclelane down Mulgrave and across bus terminal (instead of two-way on Molesworth)
- Two-way cyclelane on Moleworth St needs to be wider to allow safe passing
- Remove two-way cycleway to enable better traffic access to Kate Sheppard Place
- Bunny Street changes should continue further to connect with waterfront
- Ensure light phasing at Lambton Quay intersection enable cyclists to get to lower Molesworth St
- Ensure design prevents cars from parking in the bike lanes
- Remove angle parking on Stout Street
- Concern about emergency vehicles being able to move around streets made narrower by cyclelanes
- Don't remove parking
- Put the two-way section on Molesworth St on the parliament side of the road
- Two-way bike lane meeting a one-way bike lane will encourage people to use the one-way portion to go down the hill to meet up with the two-way section
- Concern that turning right in a car across two-way cyclelane will be dangerous and take time waiting for lane to be clear thus blocking traffic
- Remove more parking at the Stout St/Bunny St/Featherston St intersection to allow room for bicycles to get past stationery cars
- Add raised pedestrian crossings to Aitken St and Kate Sheppard Place to slow cars and prioritise people
- Concern about connecting to the Molesworth St cyclelane from Bowen St
- Reduce speed on Molesworth St to 30km/h
- Add more parking for bikes
- Use shared bus/bike lanes rather than dedicated cycle lanes
- Concern about bus/bike conflict around the bus station
- Extend the two-way cycleway all the way along Molesworth St
- Add centre barrier to two-way cycleway to prevent collisions
- Keep angle parking on Aitken Street
- Put mobility parking on Hill Street
- Put the downhill section of Molesworth St cycleway on the Parliament side
- Please stop creating shared paths
- Ensure enough mobility parks remain
- Consider pedestrian crossing at bottom of Mulgrave Street to make it easier to access train station
- Connect cycleway on Mulgrave St to Thorndon Quay
- Increase the length of the green traffic light phase for vehicles on Molesworth St heading north
- Add cyclelane to Stout St
- Add shelter to bike racks to make them all-weather
- Ensure it is safe for people on bikes to cross from Hill St into the Molesworth St two-way bike lane
- Consider a physical separator for the middle of the two-way bike lane on Molesworth St
- Add a more physical curb to separate cycleway from road
- Ensure northbound left turn from Bunny St connects with cycle lane
- Improve pedestrian connections to train station

Detailed feedback: Aitken Street and south (2 of 2)

- Ensure people on bikes are prioritised with light phases at all intersections
- Enable people on bikes to cross directly from southern end of Bunny St to the train station
- Consider making Bunny Street fully pedestrianised
- Consider changing angled parking so that you 'reverse in'
- Add bike lane to Kate Sheppard Place
- Close side streets where they intersect with two-way cyclelane
- Install more bike parking
- people on bikes can move from right side of road in bike lane
- Improve "Right Turn Pocket" at bottom of Hill Street
- Install EV chargers on Atkin St and Kate Sheppard Place
- Improve enforcement of Bunny Street to ensure it isn't being used as an illegal shortcut
- Consider a contraflow cycle lane on Kate Sheppard Place



Location feedback: Aitken St and south



Increase (protected) bike parking near Parliament

Ensure design prevents cars from parking in the bike lanes

Two-way bike lane on Molesworth St needs to be wider to allow safe passing

Reduce speed on Molesworth St to 30km/h

Ensure it is safe for people on bikes to cross from Hill St into the Molesworth St two-way bike lane

Improve safety of right turn bay at bottom of Hill Street

Remove two-way bike lane to enable better traffic access to Kate Sheppard Place

Add centre barrier to two-way bike lane to prevent collisions

Please stop creating shared paths

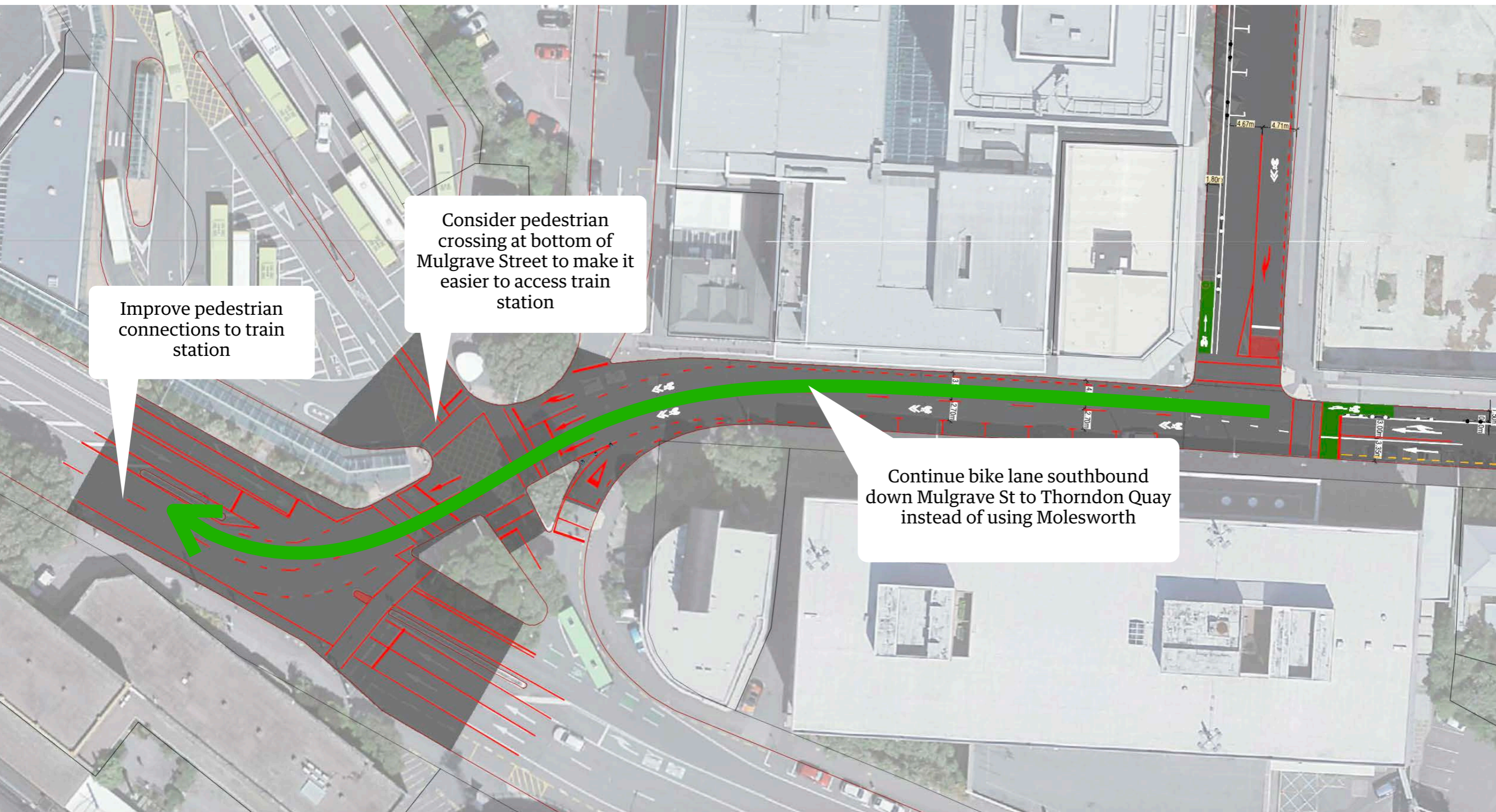
Keep Kate Sheppard Place as a two-way street

Consider a contraflow bike lane on Kate Sheppard Place

Close side streets where they intersect with two-way bike lane

Add raised pedestrian crossings to Aitken St and Kate Sheppard Place to slow cars and prioritise people

Location feedback: Aitken St and south



Improve pedestrian connections to train station

Consider pedestrian crossing at bottom of Mulgrave Street to make it easier to access train station

Continue bike lane southbound down Mulgrave St to Thorndon Quay instead of using Molesworth

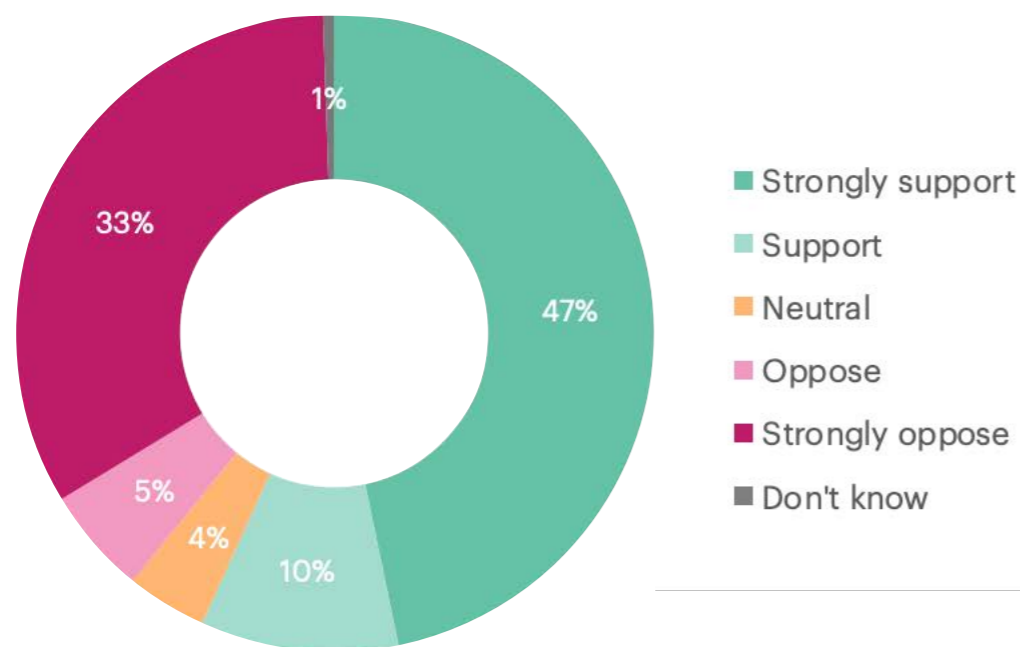
Detailed feedback: North of Aitken Street



Do you support the proposed changes within this part of Thorndon Connections?

Includes Upper Molesworth Street, Murphy and Mulgrave Street and Pipitea Street.

n= 368



So much better, traffic is busy and fast along these stretches so a separated bike lane makes so much sense. I am looking forward to not having to duck and weave around parked cars and avoid cars coming off the motorway at speed.

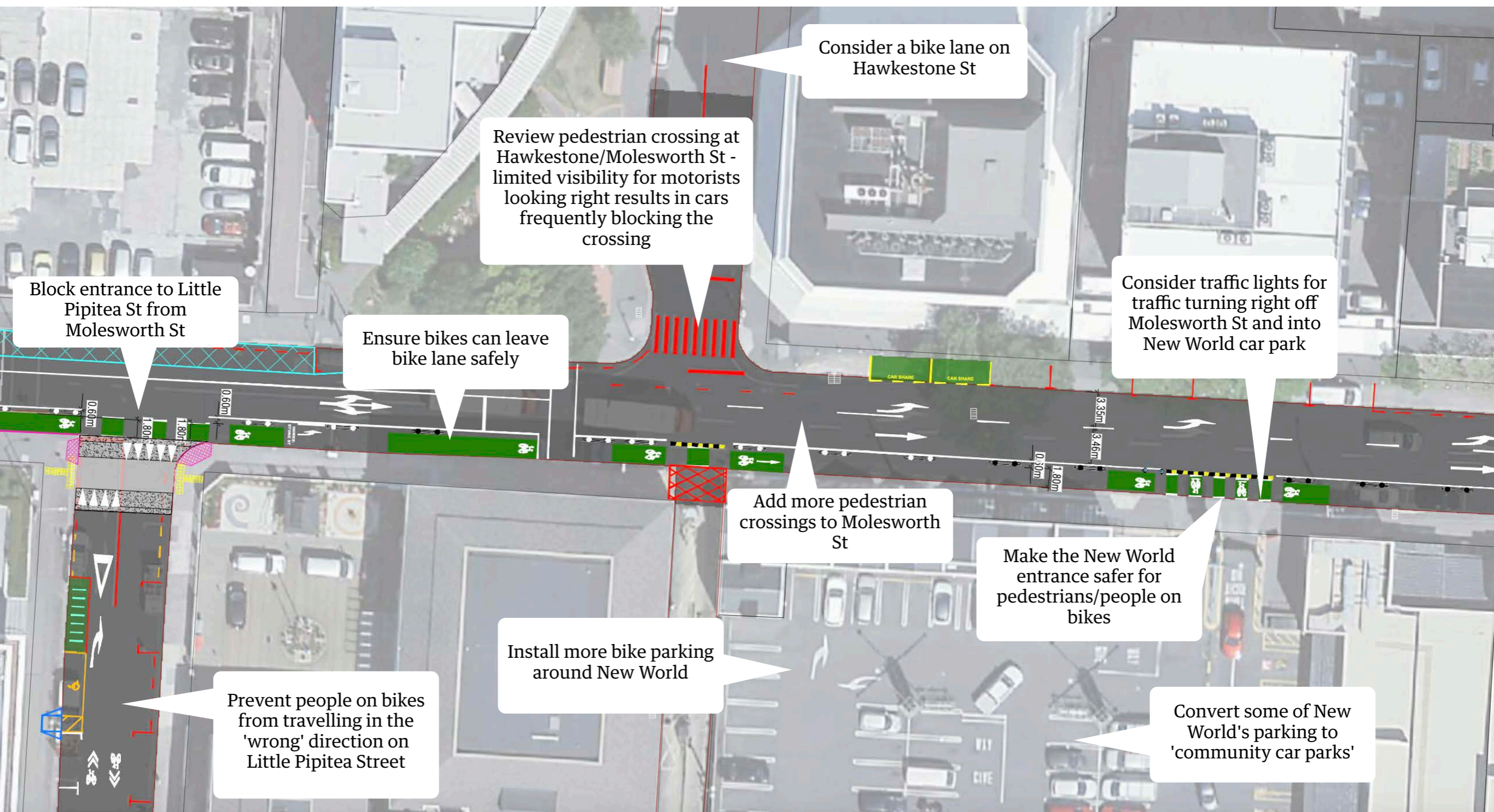
Seriously? Who wants to bike along this busy and narrow road. Cars are coming off the motorway and this bit of road is narrow and unsuited for cycling. I occasionally ride my bike down here and will avoid using it if all possible. Putting a cycleway in will not make it any more pleasant to ride a bike on.

Detailed feedback: North of Aitken Street



- Ensure New World exit/entry is safe for people on bikes
- Do not remove bus stops
- Do not include three diplomatic car parks
- Put Molesworth St cycleway on other side of road to avoid New World entry/exit
- Retain the right turn from Molesworth St around to Murphy St
- Extend the two-way cycleway section all the way up Molesworth St
- Concern changes will cause congestion and make school drop offs harder
- Reduce all speeds in this area to 30km/h
- Use shared bus/bike lanes instead of dedicated cycleways
- Add more pedestrian crossings to Molesworth St
- Remove all parking from upper Molesworth St (except mobility parks)
- Prevent people on bikes from travelling in the 'wrong' direction on Little Pipitea Street
- Continue the bike lane down Mulgrave St and across bus terminal (instead of two-way on Molesworth St)
- Enable traffic to turn right into Aitken St from Mulgrave St
- Use Pipitea St instead of Aitken St for cycle route
- Ensure raised pedestrian crossings are accessible (including TGSI)
- Ensure bikes can leave cycleway safely
- Consider widening footpath instead of narrowing road
- Install more bicycle parking near New World
- Do not remove motorcycle parking
- More short term parks for apartment blocks near New World
- More parking for trades people servicing apartments near New World
- Consider locating cycle lane on left side of Murphy Street and Molesworth Street
- Add pedestrian crossing across Molesworth St near New World entrance
- Convert some of New World's parking to 'community car parks'
- Move Molesworth St cycle lane to left side of road to avoid all the businesses and side roads - introduce traffic light to enable crossing over the motorway entrance
- Downhill cyclelane on Mulgrave St is unnecessary
- Consider traffic lights for traffic turning right off Molesworth St and into New World car park
- Review pedestrian crossing at Hawkestone/ Molesworth St - limited visibility looking right results in cars frequently blocking the crossing
- The 'cross over' or merge at top end of Murphy St (approaching Tinakori Rd) needs to be reconsidered: confusing and may cause delays (left turning lane will block right turning and straight through traffic)
- More pedestrian crossings in this area
- Change side streets of Murphy and Molesworth streets to metered parking
- Consider keeping right turn from Murphy into Pipitea St
- Need to allow people on bikes to turn right from Murphy St onto Tinakori Rd (hook turns are not used)
- Make the Tinakori/Thorndon Rd intersection safer to connect these changes to the wider network
- Consider a bike lane on Hawkestone St

Location feedback: North of Aitken Street



Consider a bike lane on Hawkestone St

Review pedestrian crossing at Hawkestone/Molesworth St - limited visibility for motorists looking right results in cars frequently blocking the crossing

Consider traffic lights for traffic turning right off Molesworth St and into New World car park

Block entrance to Little Pipitea St from Molesworth St

Ensure bikes can leave bike lane safely

Add more pedestrian crossings to Molesworth St

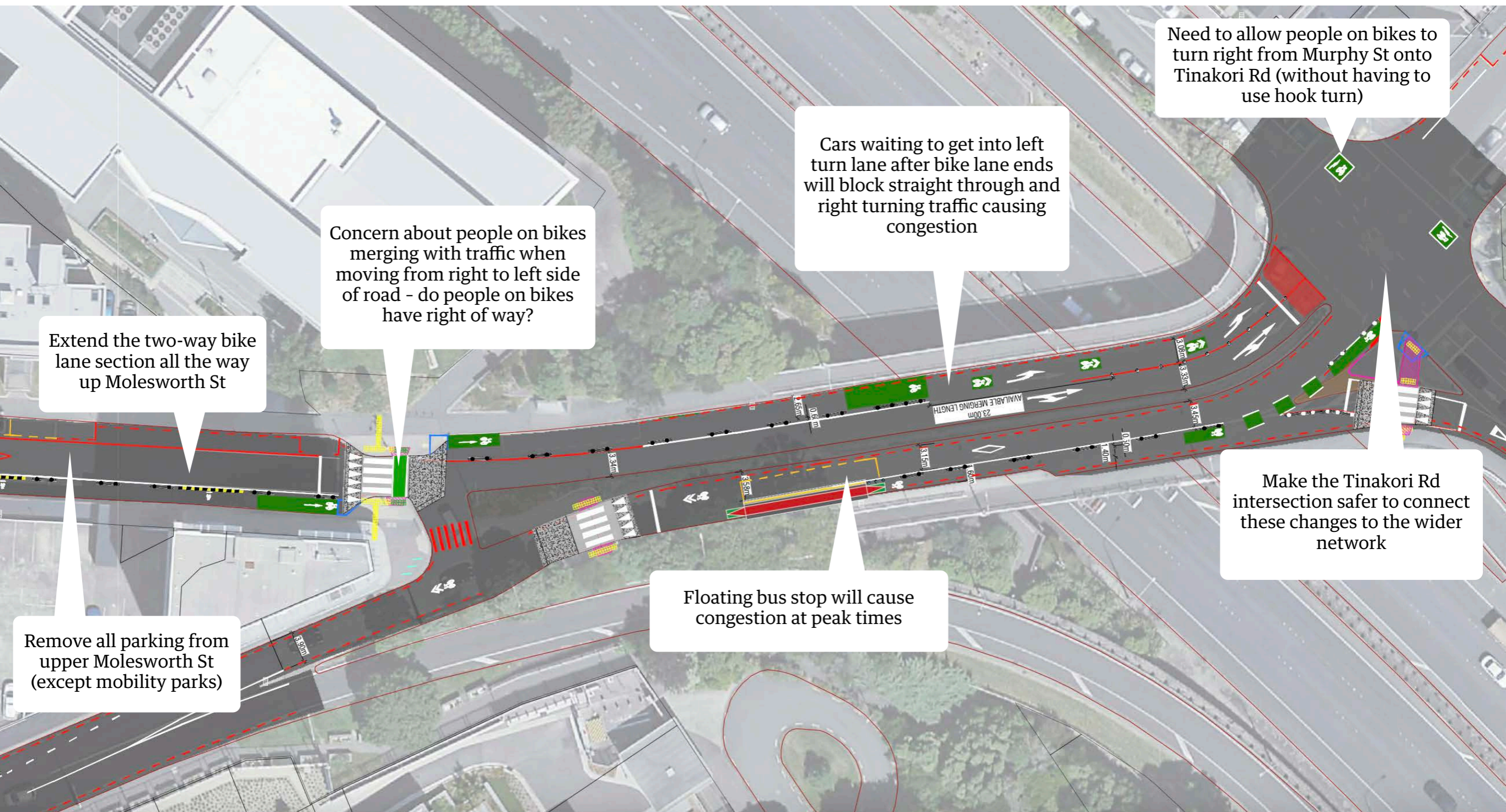
Make the New World entrance safer for pedestrians/people on bikes

Install more bike parking around New World

Prevent people on bikes from travelling in the 'wrong' direction on Little Pipitea Street

Convert some of New World's parking to 'community car parks'

Location feedback: North of Aitken Street



Need to allow people on bikes to turn right from Murphy St onto Tinakori Rd (without having to use hook turn)

Cars waiting to get into left turn lane after bike lane ends will block straight through and right turning traffic causing congestion

Concern about people on bikes merging with traffic when moving from right to left side of road - do people on bikes have right of way?

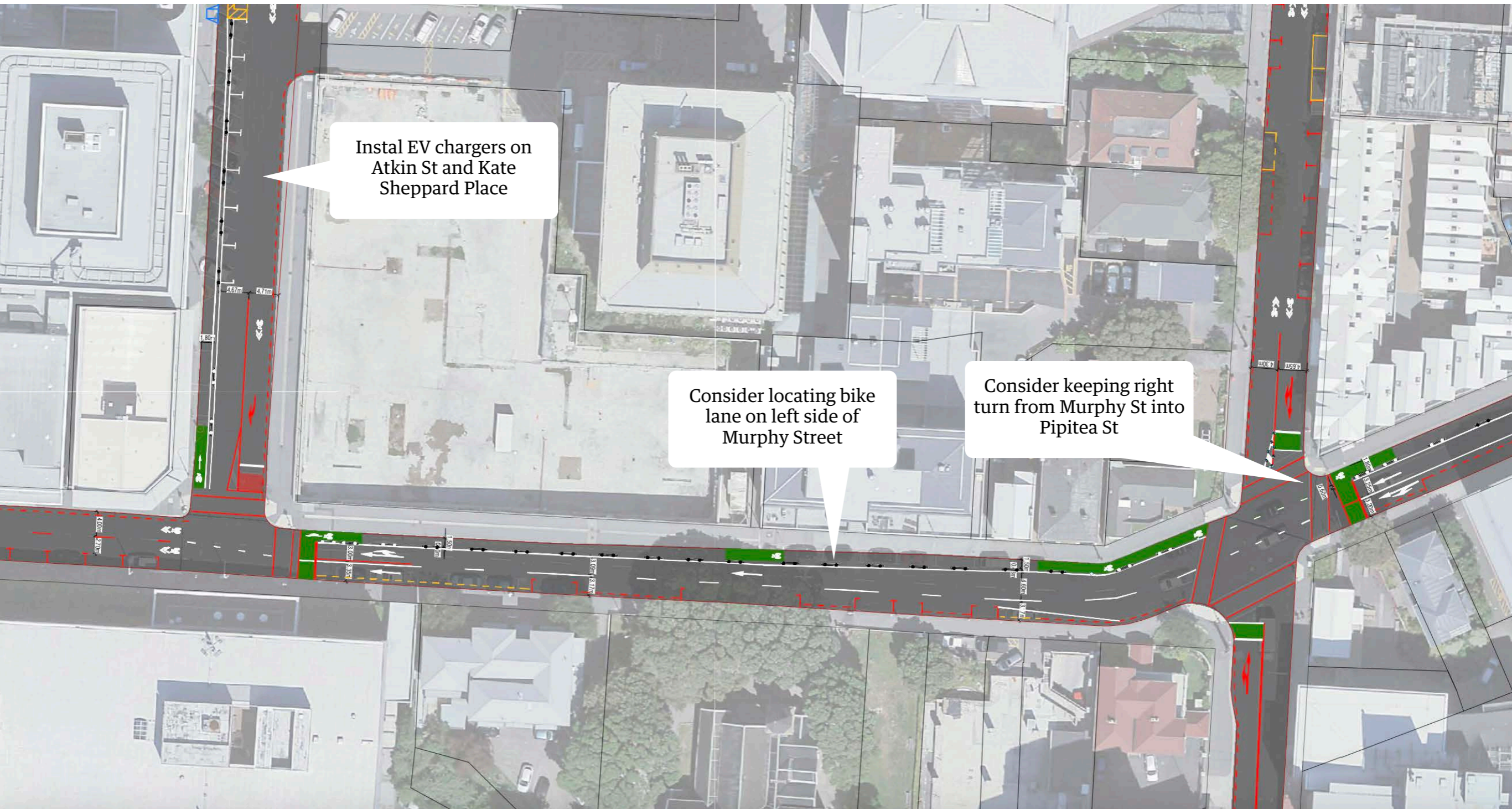
Extend the two-way bike lane section all the way up Molesworth St

Make the Tinakori Rd intersection safer to connect these changes to the wider network

Floating bus stop will cause congestion at peak times

Remove all parking from upper Molesworth St (except mobility parks)

Location feedback: North of Aitken Street



Install EV chargers on
Atkin St and Kate
Sheppard Place

Consider locating bike
lane on left side of
Murphy Street

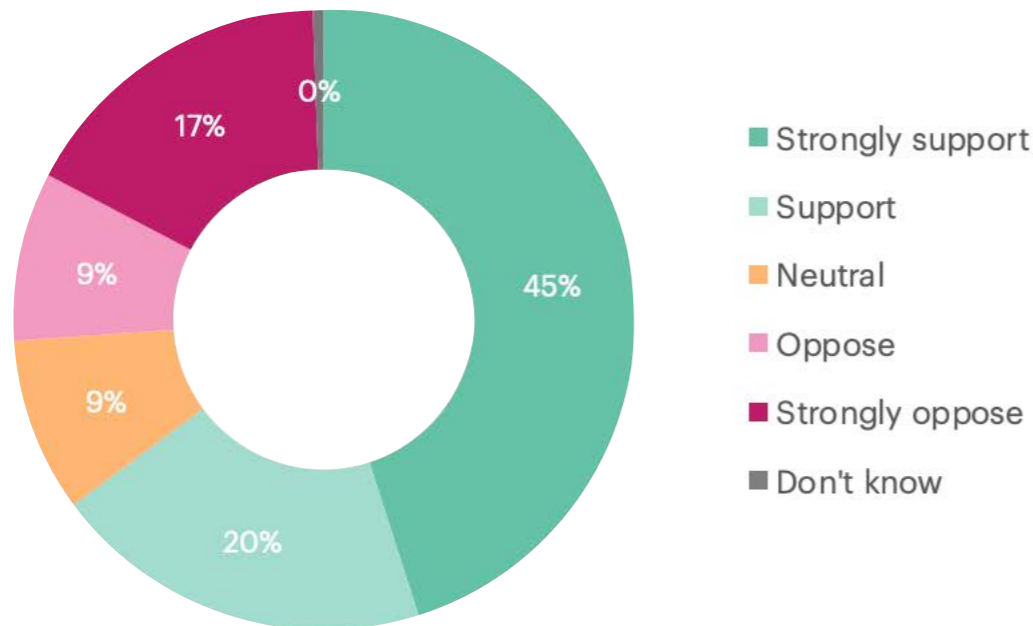
Consider keeping right
turn from Murphy St into
Pipitea St

Detailed feedback: Tinakori Road and Hill Street



Do you support the proposed changes within this part of Thorndon Connections?
Includes Hill Street and Tinakori Road between Hill Street and Bowen Street

n= 364



More mobility parks would be good. Otherwise this will make it a lot safer and appealing for kids to cycle to the many schools in the area and workers to travel to work. Really looking forward to it.

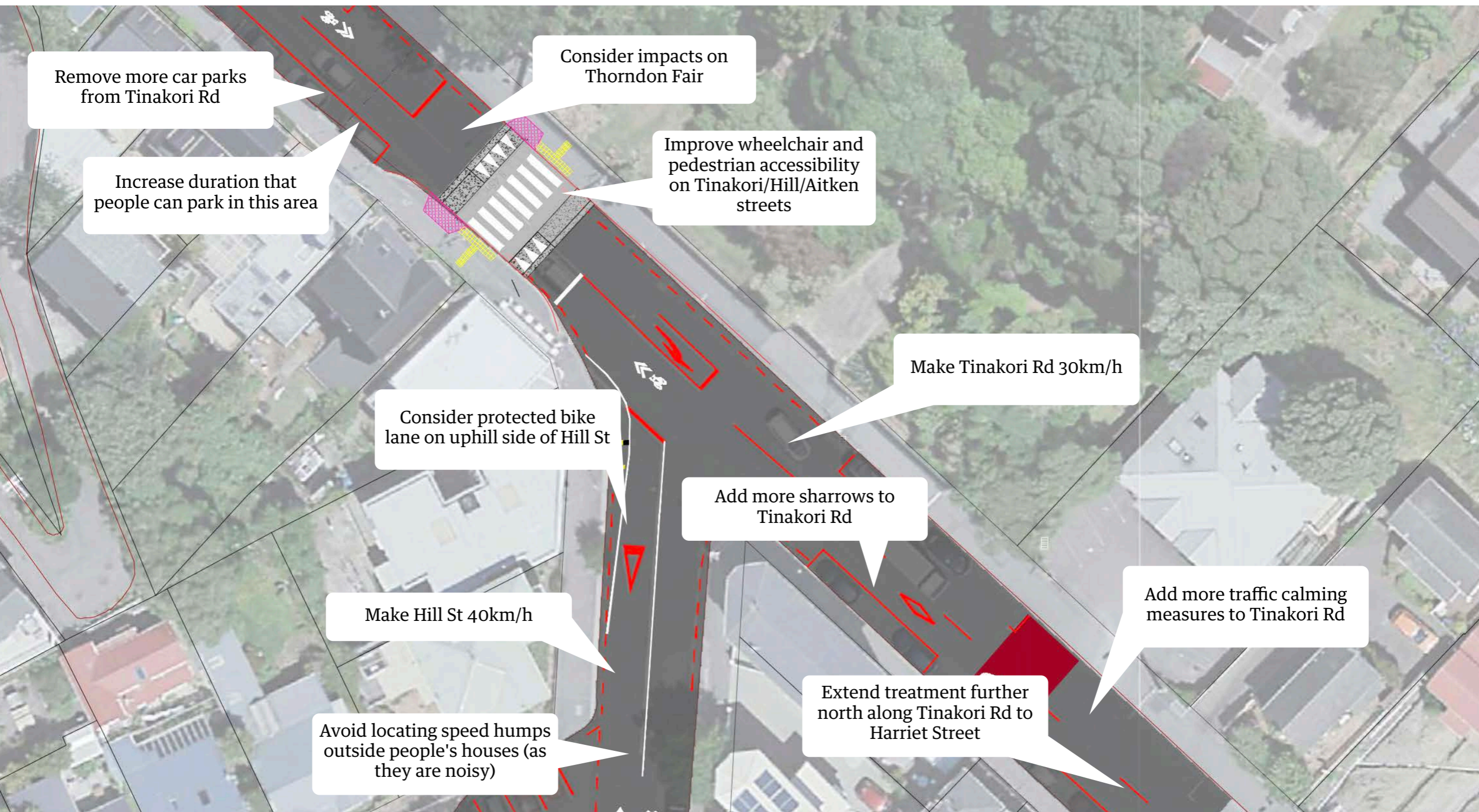
Removing previous parking places is detrimental for people with disabilities and the elderly, and fails to take into account that many places in this precinct are visitor attractions (like Parliament, the Cathedral, the Botanic Gardens & the historic Bolton Street Cemetery) where families need parking spaces - there are not enough now.

Detailed feedback: Tinakori Road and Hill Street



- Add a connection between Hill St to Bowen St
- Remove speed humps
- Educate people on what sharrows mean
- Make Hill St 40km/h
- Consider impacts on Thorndon Fair
- Raise the pedestrian crossing near the Tinakori/Hawkstone intersection
- Improve wheelchair and pedestrian accessibility on Tinakori/Hill/Aitken streets
- Consider alternative Ascott/Bowen St route
- Concern about lack of evidence that sharrows improve safety
- Ensure people on bikes don't have to go over speed humps (consider a design that lets them go through/around)
- Extend pick up/drop off times
- Ensure enough mobility parks remain
- Remove more car parks from Tinakori Rd
- Increase duration that people can park in this area
- Extend treatment further north along Tinakori Rd to Harriet Street
- Remove speed humps
- Consider bike lane through Parliament grounds to connect to The Terrace
- Reduce speed on Tinakori Rd to 30km/h
- Add more traffic calming measures to Tinakori Rd
- Ensure busses fit in bus lanes
- Avoid locating speed humps outside people's houses (as they are noisy)
- Add more sharrows to Tinakori Rd
- Consider protected bike lane on uphill side of Hill St
- Consider just sharrows on Molesworth St and Murphy St
- Reduce the number of speed humps

Location feedback: Tinakori Road and Hill Street



Remove more car parks from Tinakori Rd

Increase duration that people can park in this area

Consider impacts on Thorndon Fair

Improve wheelchair and pedestrian accessibility on Tinakori/Hill/Aitken streets

Make Tinakori Rd 30km/h

Consider protected bike lane on uphill side of Hill St

Add more sharrows to Tinakori Rd

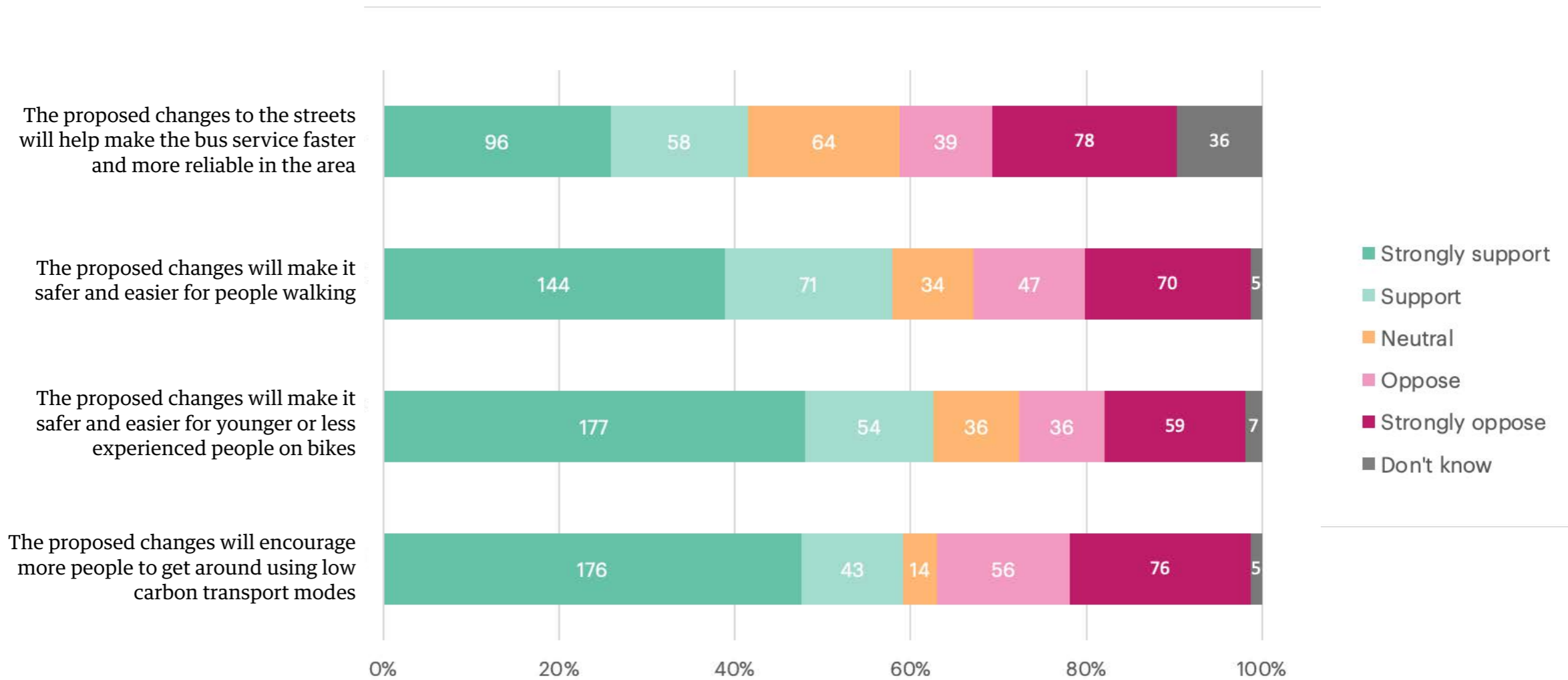
Add more traffic calming measures to Tinakori Rd

Make Hill St 40km/h

Extend treatment further north along Tinakori Rd to Harriet Street

Avoid locating speed humps outside people's houses (as they are noisy)

Do you agree or disagree with the following statements about the goals and impacts of this project?



Overall Thorndon design feedback: Extracted from 'overall' comments

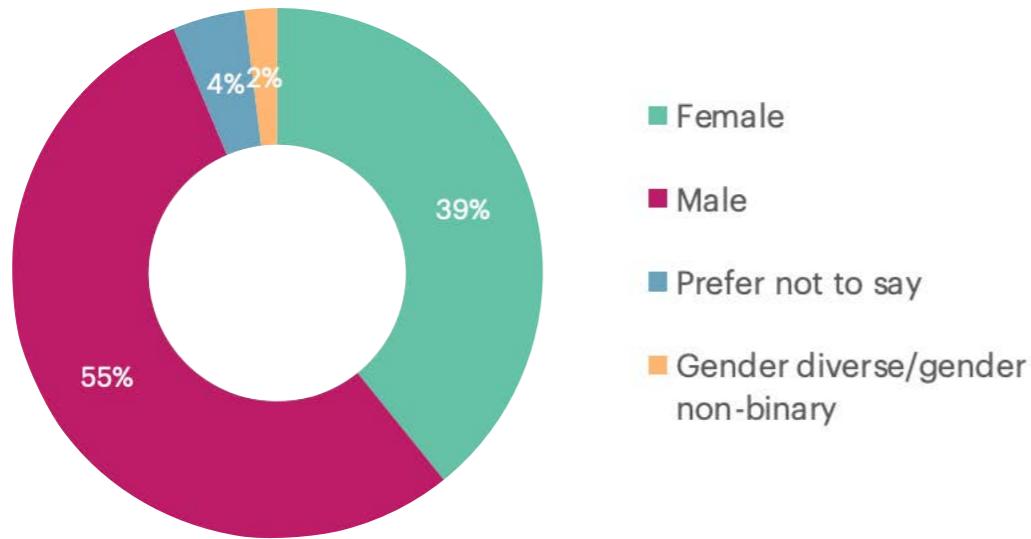
- Ensure New World exit/entry is safe for people on bikes
- Continue the cyclelane down Mulgrave and across bus terminal (instead of two-way on Molesworth St)
- Do not remove car parks
- Do not remove bus stops
- Consider 40kp/h for the area
- Ensure enough loading zones
- Ensure cars don't park in cycleways
- Remove two-way cycleway to enable better traffic access to Kate Sheppard Place
- Concern changes to accessing 'side streets' will cause congestion
- Add more mobility parks
- Block entrance to Little Pipitea St from Molesworth St
- Changes on Aitken St are unnecessary
- Extend the two-way cycleway section all the way up Molesworth St
- Make Pipitea St one-way only
- Add more pedestrian crossings to Molesworth St
- Ensure physical design is not dangerous to bicycles (eg no sharp corners, gutters, protrusions etc).
- Concern about overall design complexity
- Can a connection be made between Hill St and Museum St?
- Ensure changes are temporary so that we can amend design as needed
- Increase green phase on traffic lights to let vehicles travel more efficiently
- Ensure all pedestrian crossings are raised
- Do not raise pedestrian crossings
- Make cyclelane bollards metal to ensure vehicles do not enter lane
- Make the traffic signals change more frequently to get through phases faster
- Reduce vehicle speeds rather than build cycleways
- Ensure all pedestrian crossings are visible to motorists
- Install more bike parking around New World
- Consider clearways at peak times instead of installing cycleways
- Connect cycleways to waterfront
- Make the New World entrance safer for pedestrians
- Sharrows are ineffective
- Consider impact of other construction projects in the area
- Add a bike 'fix it' stand to the area
- People on ebikes should not travel through bus stops
- Concern about congestion caused by raised bus stops (as experienced at Tinakori/Bowen St intersection)
- Concern design will cause more congestion

Who we heard from

Demographics

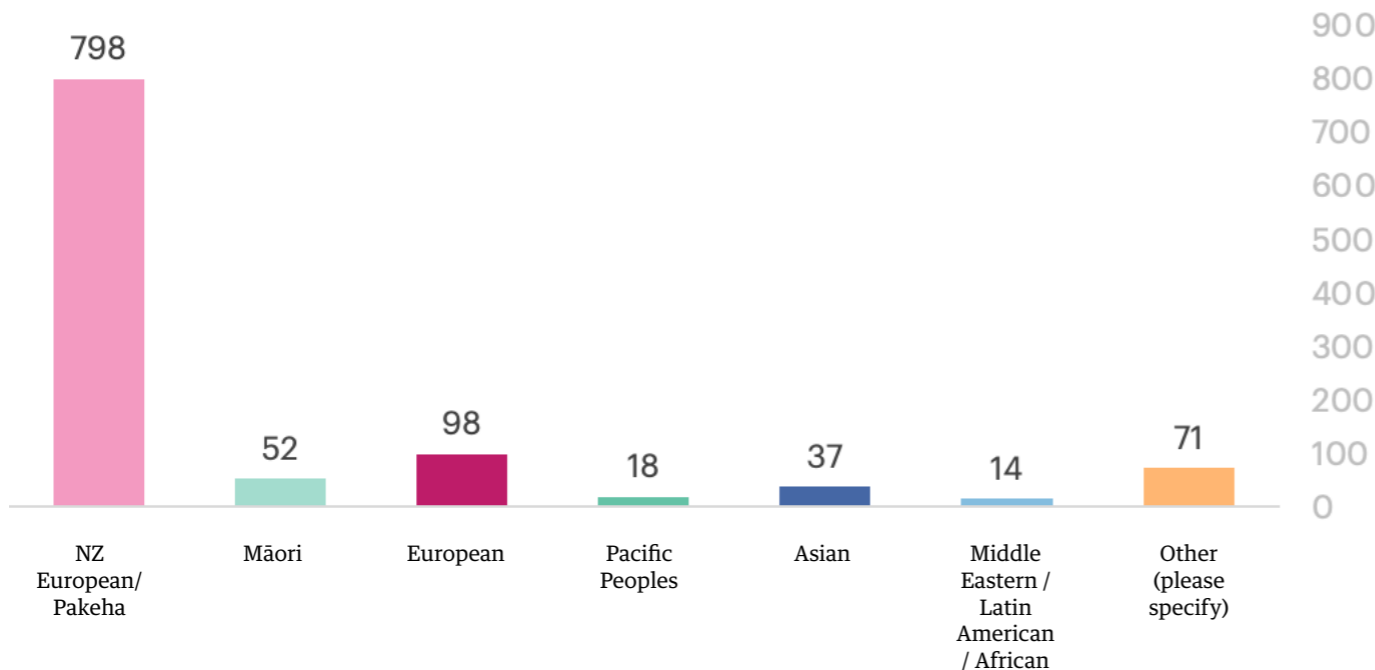
Please choose the gender that best identifies you:

n= 1023



Note: the demographics information in this section is based on responses via the WCC form. Information about submissions via the Thorndon Community Group form is included in the appendix.

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



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

75% of respondents identified as NZ European/Pakeha

5% identified as Māori

9% identified as European

2% identified as Pacific Peoples

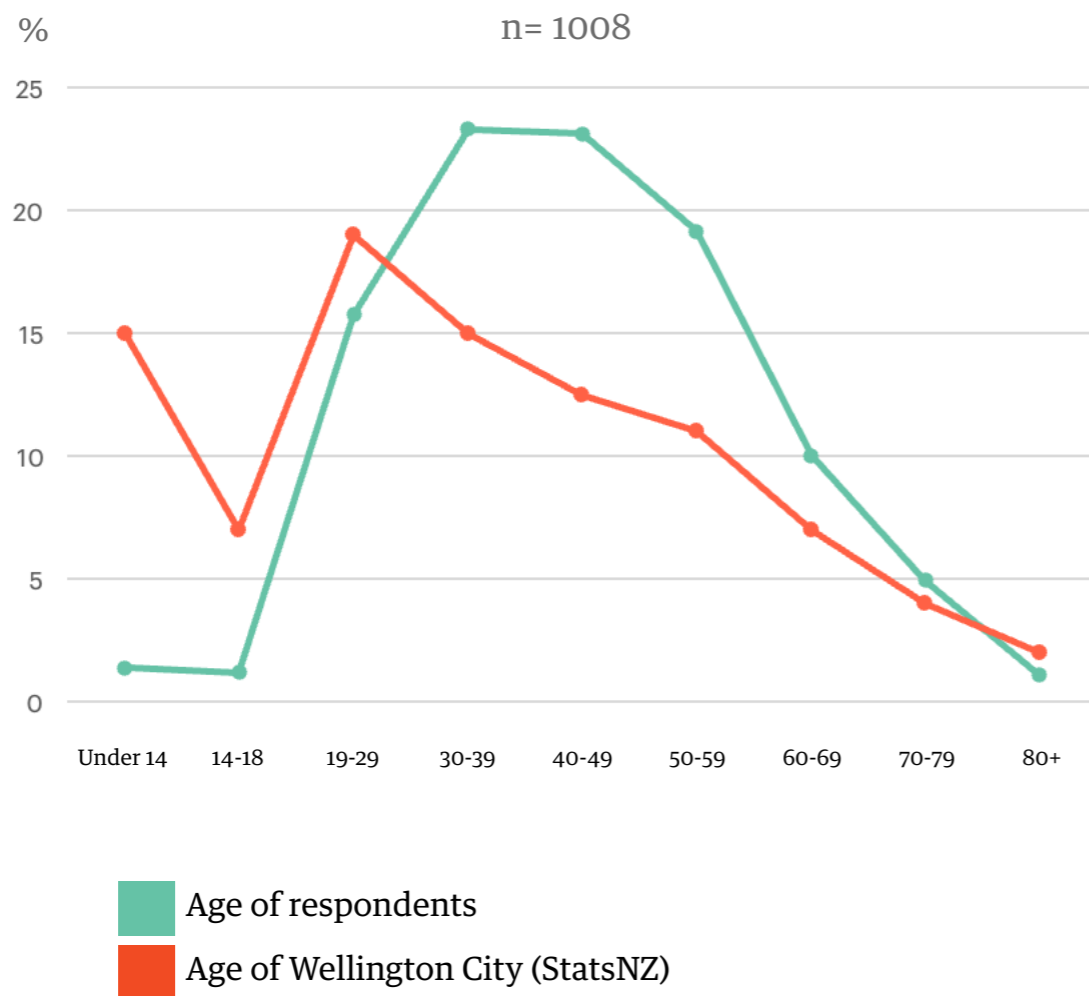
3% identified as Asian

1% identified as Middle Eastern / Latin American / African

7% specified another ethnicity

Age group

Please choose the age group you belong to:



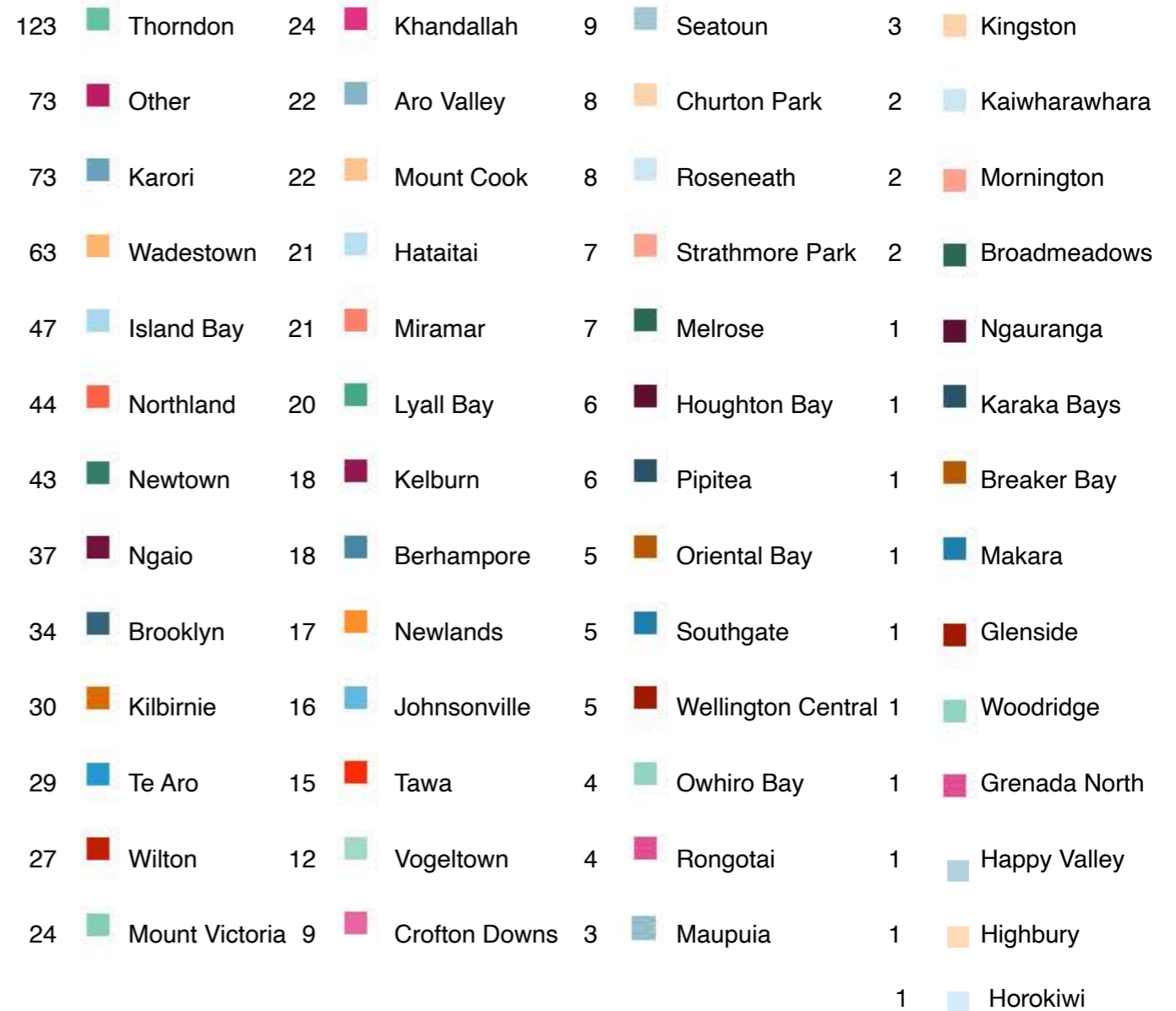
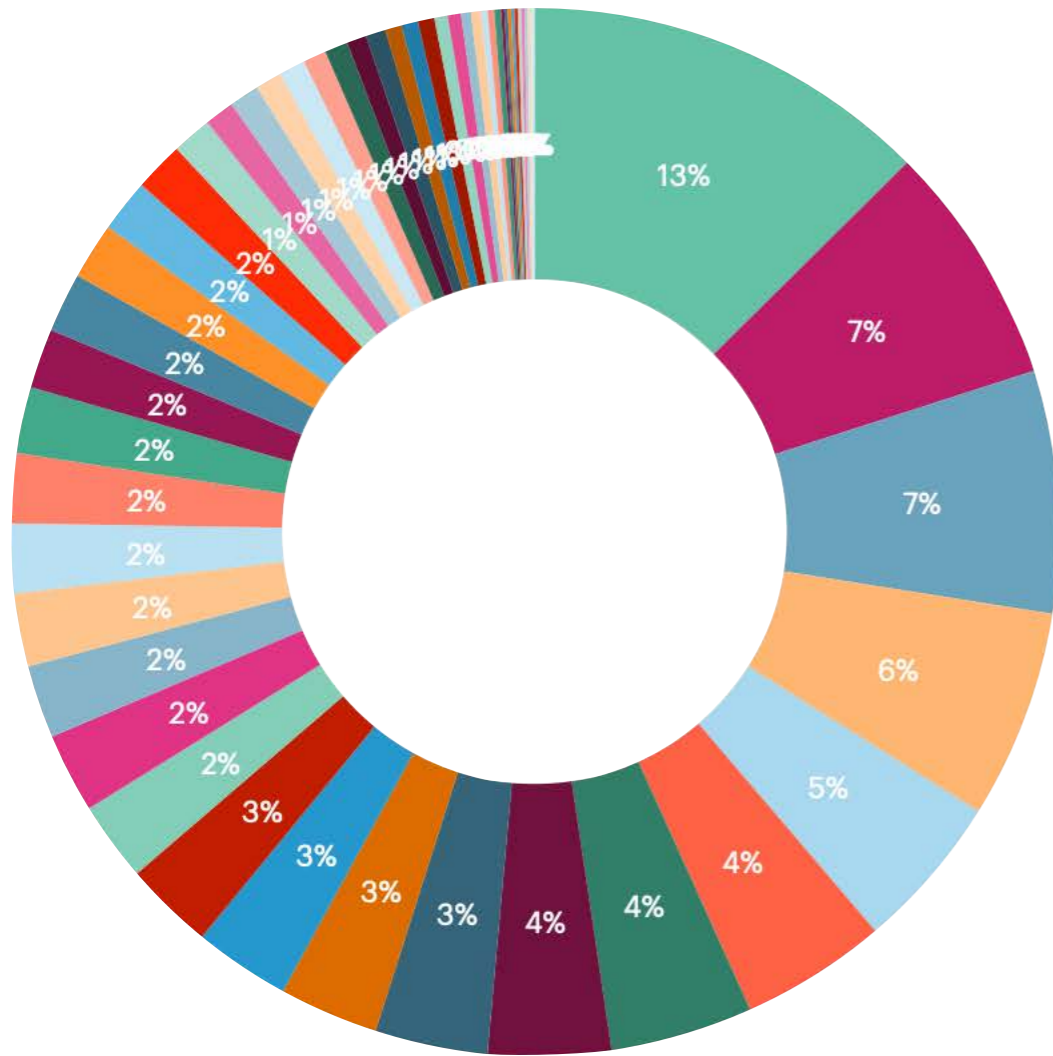
Note: the demographics information in this section is based on responses via the WCC form. Information about submissions via the Thorndon Community Group form is included in the appendix.

Which suburb do you live in?

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

n= 978

Note: the demographics information in this section is based on responses via the WCC form. Information about submissions via the Thorndon Community Group form is included in the appendix.



Organisations and schools we heard from

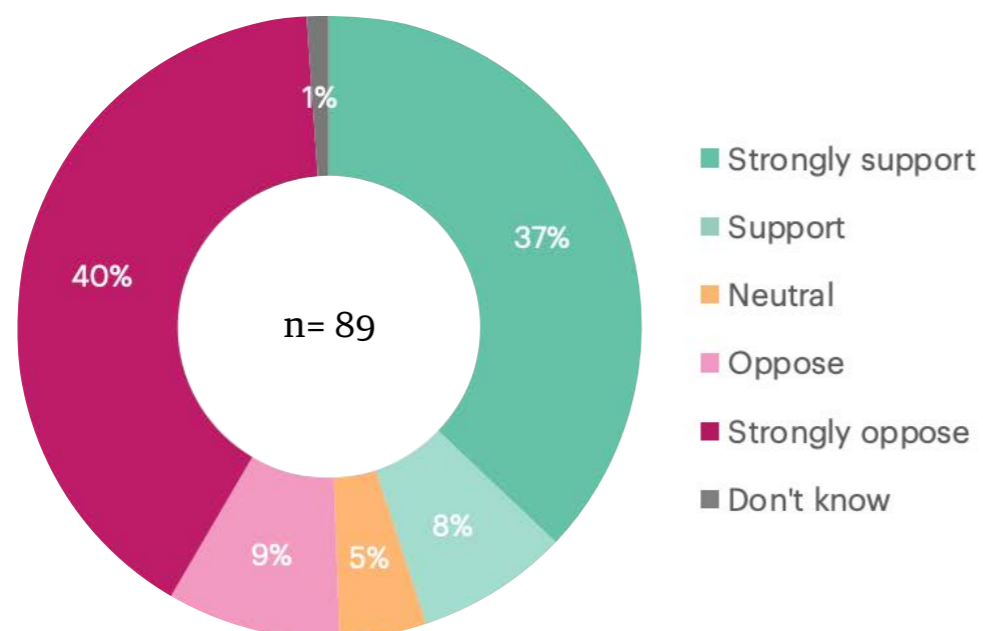
Note: the demographics information in this section is based on responses via the WCC form. Information about submissions via the Thorndon Community Group form is included in the appendix.

Cycle Wellington	Johnsonville Community Association
Parents for Climate Aotearoa	SECONDO
Cycling Action Network	Evans Bay Intermediate (EBIS)
Thorndon Medical Centre	Royal Thai Embassy
Doctors for Active, Safe Transport	Free Ride
Beca Limited	Kate Sheppard Place, Backbencher, Developers
OraTaiao NZ Climate and Health Council	Waka Kotahi
Rolle Consultancy & Management Ltd	Heritage New Zealand Pouhere Taonga (Old St Paul's)
Foodstuffs	Dsport Incorporated
VUW Climate Clinic	Women in Urbanism Aotearoa
Focus Osteopathy	Heritage New Zealand Pouhere Taonga - Old Govt Bldgs
Wellington Girls College	WGC Enviro Club
Wellington District Council of the New Zealand AA (AA)	Queen Margaret College
Thorndon Residents Association	Greater Wellington Regional Council

Level of support from people who live with a disability or accessibility issue

Do you support the overall proposed changes to the Thorndon Connections area?
[These include traffic resolution TR63-23]

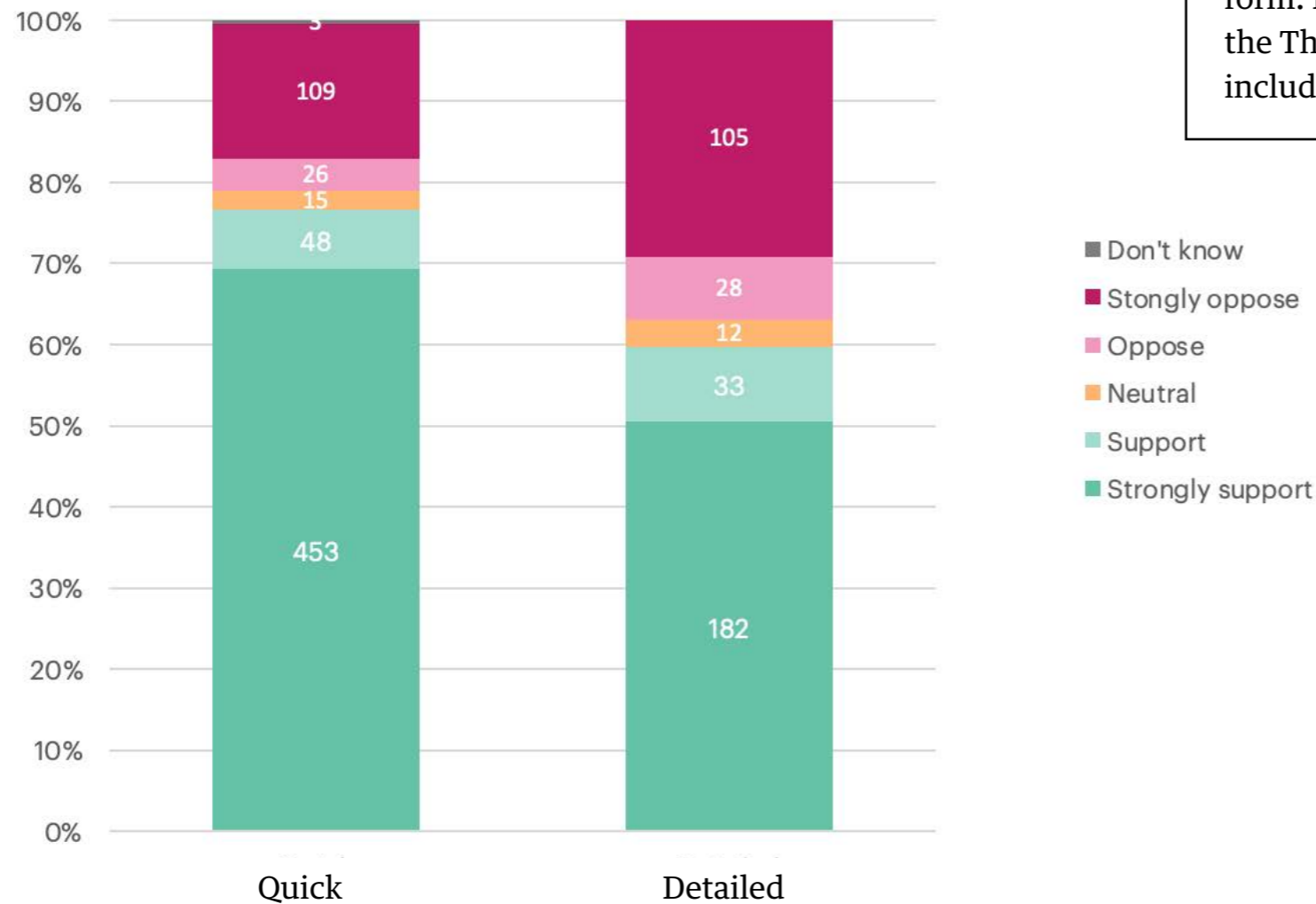
Note: the demographics information in this section is based on responses via the WCC form. Information about submissions via the Thorndon Community Group form is included in the appendix.



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

Overall support based on type of feedback

What did we hear?



Note: the demographics information in this section is based on responses via the WCC form. Information about submissions via the Thorndon Community Group form is included in the appendix.

Other engagement activities

Community drop-ins, events and school engagement

We hosted three drop-in sessions in and events in the Thorndon area during this consultation period. We engaged with approximately 300 members of the public during this time. Community members could pop in, get the information they are interested in, ask questions of staff, and find out how to have their say during the formal consultation period. It was also an opportunity for people to find out about the proposed improvements to biking, busing, and walking happening across the city.

Drop-in sessions usually ran later than the indicated time as people would arrive late, we would stay and chat with those and ensure they were given the information they required.

Community drop-in events were held at:

- March 7 - Victoria University - Rutherford House Foyer: 11am - 1pm
- March 14 - Go By Bike Day, Queen's Wharf: 7am -9am
- March 21 - Backbencher: 4pm - 7pm

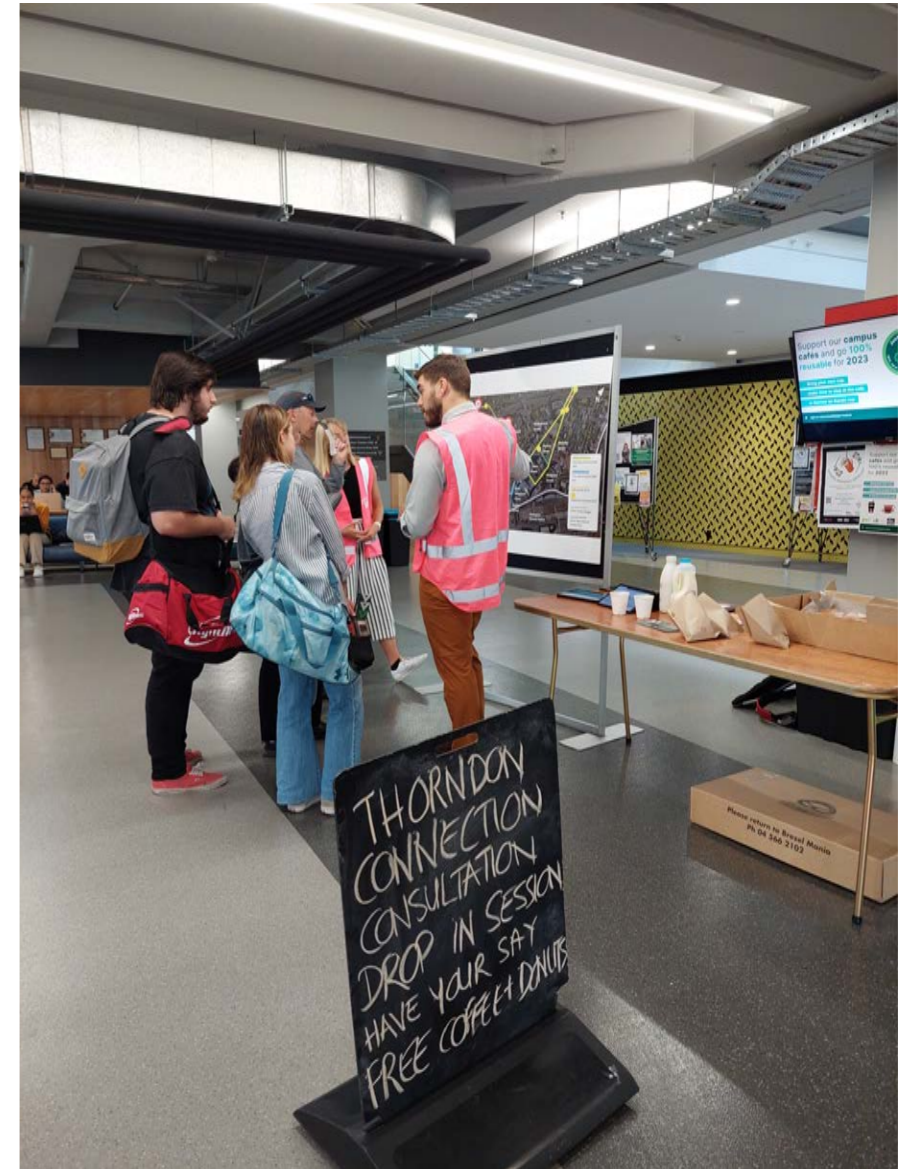
We also had a stand at the Go By Bike Day Breakfast on 14 March, which included a table for our consultation on Kilbirnie Connections and Thorndon Connections, as well as a table for the Botanic Gardens to the City Feedback.

Our team also met with students at Wellington Girls' College's Enviro Club group on two occasions.

We dropped flyers at multiple community venues including:

- City Library (at the National Library)
- The Backbencher
- Victoria University - Rutherford House
- Local churches, cafes, and at local events throughout March such as Cuba Dupa.

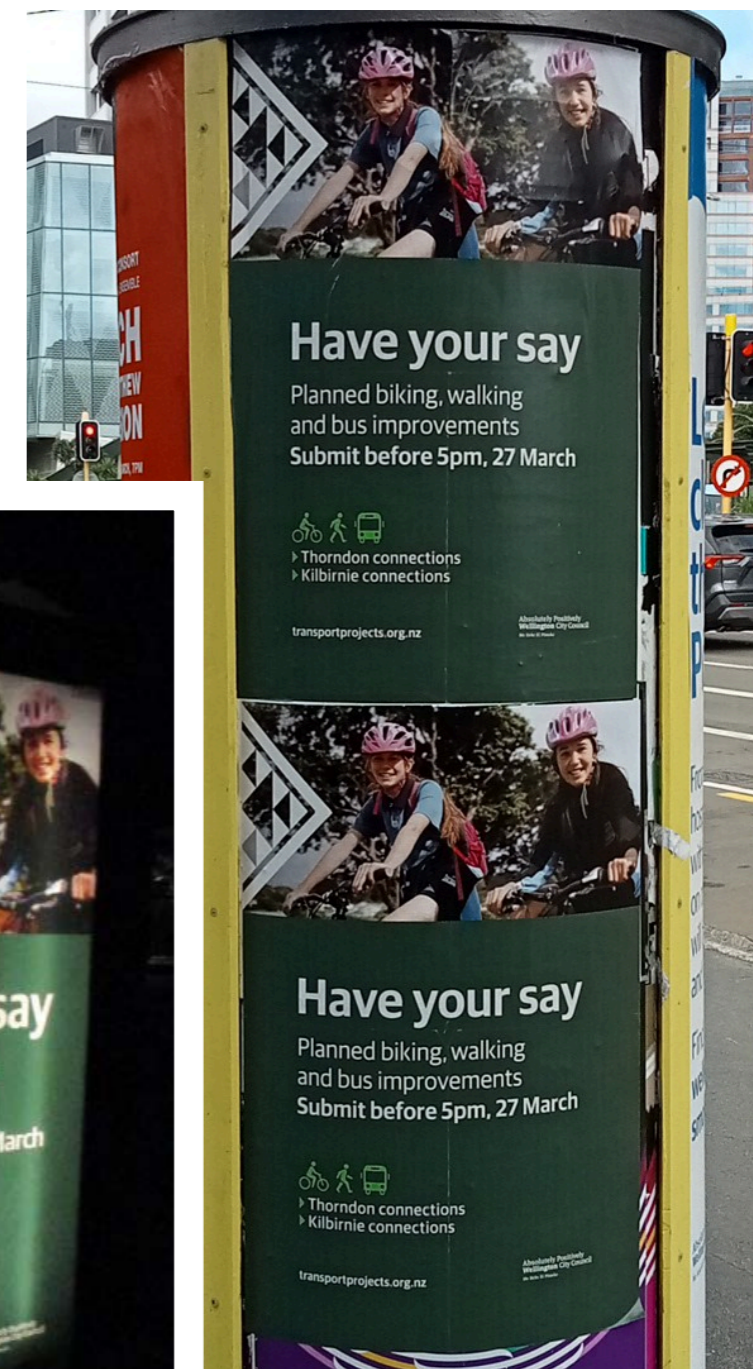
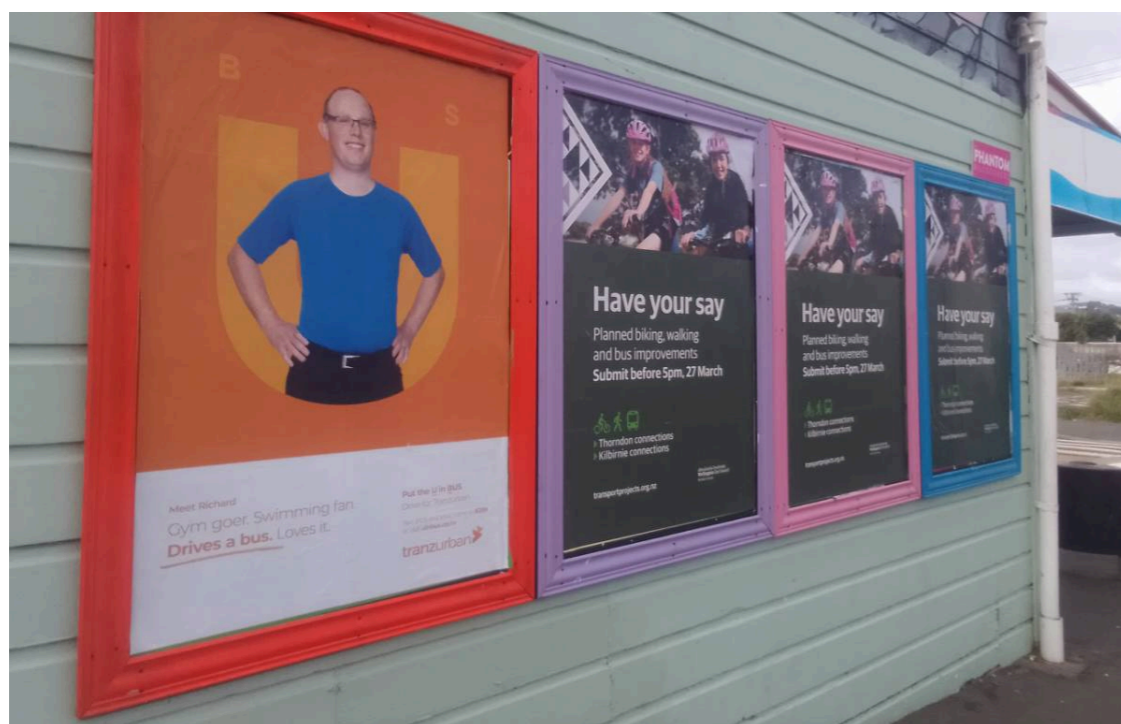
Community drop-ins, events and school engagement



Promotion and advertising

The consultation was promoted through media, email, radio advertising, Dominion Post ad, billsticking, 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, including Facebook, LinkedIn, Twitter, and Instagram. The campaign performed well above or at average across all channels. We also used our official WCC social media accounts to share the consultation to relevant community social pages.



Appendix: theme definitions

Theme name explanations

Theme name	Explanation
Concern about loss of carparks	Comment expressing concern or opposition to the reduction in the number or availability of carparks (including when 'normal' parks are replaced with restricted parks such as for Mevo)
General support for the proposed changes	Comment showing general support for the proposed changes
General opposition to the proposed changes	Comment showing general opposition to the proposed changes (this includes generally negative comments and comments about the proposal being a waste of money)
Will make it safer	Comment suggesting that the proposed changes will make it safer for one or more groups of people
Focus on other things	Comment indicating WCC should focus on other projects or problems (such as fixing the pipes)
Lack of clear rationale or data to support changes	Comment suggesting there is a lack of data to support the proposed changes, also includes the belief that there are not enough people riding bikes to justify the proposed changes
Changes will increase congestion	Comment expressing concern that proposed changes will increase traffic and congestion
Criticism of WCC survey and/or communications	Comment containing criticism of the survey or WCC communications. For example words and images being unclear, or biased in favour of cycleways (particullary common for questions relating to Kilbirnie 'low traffic neighbourhoods')
Scope of changes could be greater	Comment suggests that the proposed changes could be improved by doing more, for example: remove more carparks, extend the proposed cycleway further
Use alternate route for cycleway	Comment suggesting that alternative streets or routes should be used for the bike lane
Encourages mode shift	Comment suggesting that the proposed changes will encourage people to shift from using vehicles to walking, using bikes or taking the bus

Theme name explanations

Theme name	Explanation
Changes will benefit children/inexperienced cyclists	Comment suggesting the changes will make things better for children and/or inexperienced cyclists
Concern about safety	Comment expressing general concern about the safety of proposed changes (not about safety of the current situation).
Concern about impact on residents in the area	Comment expressing concerns about the impact that the proposed changes will have on people living in the area
Leave it as it is	Comment suggesting that the Council make none of the proposed changes and leave the area as it is
Consider impact on people with mobility/accessibility issues	Comment expressing concern that the proposed changes might make it worse for people with physical mobility issues or disabilities
Support for speed changes	Comment expressing support for the lowering of speeds to 30km/h
Good for pedestrians	Comment suggesting that the proposed changes will be good for people walking
Will connect the city	Comment suggesting that the proposed changes will connect with other changes happening around the city
Comments about changes to bus stops	Comment about changes to bus stops (expressing either support, opposition or unknown)
Make cycleway protected	Comment suggesting Council install a protected bike lane and/or do more to separate people on bikes from vehicles
More enforcement needed	Comment suggesting that Council needs to do more to enforce the road rules. For example, ensure people don't park in the bike lane

Theme name explanations

Theme name	Explanation
Concern about vehicle/bike conflict	Comment contains specific concerns that the proposed changes will result in unsafe interaction between people on bikes and vehicles
Concern about impact on and/or access to businesses	Comment suggesting that the proposed changes will have a negative impact on business (including difficulty for people accessing businesses)
Good for the community	Comment suggesting that the proposed changes will be good for people who live in the area (for example making the community more vibrant and attractive to live in)
Only benefits cyclists	Comment specifically suggesting that only people on bikes will benefit from the proposed changes
Good for the environment	Comment suggesting that the proposed changes will have a positive impact on the environment
Concern about pedestrian/bike conflict	Comment contains specific concern that the proposed changes will result in unsafe interaction between people on bikes and pedestrians
Improve public transport	Comment suggesting that Council improve public transport (in addition or instead of proposed changes). This includes improving the reliability and coverage of the bus system

Appendix: Thorndon Community Group

Thorndon Community Group

The Thorndon Community Group developed a separate form for people to use to make submissions.

The form was made available at:

- Thorndon New World
- On the Thorndon Residents Association (TRA) website
- Wellington Residents Association Network (WRAN) mailing list

The form may have been distributed through other channels. That information has not been shared with Wellington City Council.

Wellington City Council has recorded answers to the questions in the form, as well as ‘theming’ all of the general comments.

Thorndon Community Group

Information on the Thorndon Cycleway Network March 2023

Thorndon's liveability is at risk because of Wellington City Council's plans to remove parking, dramatically change traffic flows, and other measures so that protected cycleway lanes can be installed.

Council plans include:

1. Molesworth, Murphy/Mulgrave and Aitken streets – removing more than 140 public car parks.
2. Molesworth Street - removing both bus stops north of the bus stop outside Parliament.
3. Murphy Street - removing right turn into Pipitea Street, and bus stops at the north end will be moved so cycleways can be built between the bus stops and footpath.
4. Kate Sheppard Place – removing right turn into Molesworth Street.
5. Molesworth, Murphy/Mulgrave, Aitken streets, and the northern end of Lambton Quay – installing protected bike lanes.
6. Tinakori Road & Hill Street - lowering the speed limit (we support this measure).



But the Council website omits these key facts:

- The 2021 WCC Cordon Count showed only 81 cyclists travelled down Murphy Street in the two-hour morning peak compared to hundreds of Wellingtonians who use public car parks throughout the day, and thousands of pedestrians.
- Since 2007 the NZTA Accident Database shows just seven reported bicycle accidents; none serious, and most were at intersections. No bicycle accident has occurred on the roads where the WCC plans to remove car parks to add protected cycleways. The design, however, means traffic will be forced to cross these cycleways at the very busy entrances to New World on Molesworth and Murphy streets - increasing the potential of dangerous vehicle/bicycle interactions.
- By contrast, there have been 30 pedestrian accidents on the same Thorndon roads over the same period, five of them serious. Removing car parks won't make our roads safer for pedestrians ... in fact removing them will force more people to park further away and cross these busy roads – with the potential to cause more pedestrian accidents.
- Many people need public car parks close to shops because they cannot walk far due to age, disability or having young children in tow. Without good parks, these residents will be forced to travel further to a retail centre that does provide safe parking close to shops, medical professionals, etc. There are five schools in the immediate area, and dropping-off and picking-up school children will be more difficult and dangerous with these changes.
- 'Floating' bus stops (with the cycleway between the bus and the footpath) present a significant risk to pedestrians using buses – cyclists are supposed to stop if a bus is at these stops, but frequently do not. Retaining the kerbside bus stop and requiring cyclists to stop behind a stopped bus is significantly safer for pedestrians using buses.

The Thorndon Community Group supports the proposed reduction in speed limit, but not the traffic flow and parking changes. We welcome your views on these changes which are to facilitate the construction of protected cycleway lanes.

For further information:

Thorndon Residents' Association website <https://www.thorndon.org.nz/>
Wellington City Council's Thorndon Connections webpage: <https://www.transportprojects.org.nz/current/thorndon-connections/>

Please complete a submission on this project.

The form included an introduction, which covered:

- Removal of carparking, bus stop removal, removal of right turns
- WCC Corden count data with concerns about low numbers of cyclist in the area
- 'NZTA accident database' information about accidents in the area, noting that there have been no bicycle accidents in the area and concerns about the number of pedestrian accidents
- Concerns about convenience of parking and increased walking distances.
- Concerns about parking for school drop offs and pick ups
- Concerns about 'floating' bus stop putting pedestrians at risk and non-compliance from people on bikes
- It notes support of the Thorndon Community Groups for speed limit changes in the area
- It has links to the Thorndon Residents Association website and transportprojects.org.nz
- Shows one map of the area with coloured lines on the routes (taken from WCC website)

Thorndon Community Group

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Wellington City Council's Thorndon Connections webpage: <https://www.transportprojects.org.nz/current/thorndon-connections/>

Please complete a submission on this project.

What the form does not cover:

- Although they used a map from the WCC they chose a version without a key or supporting text to explain the changes
- The bike network plan and connections to other projects in the area
- Any benefits of the proposed changes
- Managing a growing population
- Providing low carbon options for people
- Using an adaptable approach to realise benefits early and allow for changes after install
- Increasing the number people riding bikes
- Benefits to reliability and efficiency of the bus service
- Changes to mobility parking
- A direct link to the plans or the traffic resolution report (only via the transportprojects.org.nz link)

Thorndon Community Group

My Submission to the Thorndon Cycleway Network Project

Name: _____

Email Address: _____

Suburb: _____

Please tick the statements you support.

1) What do you think of the proposal to remove two bus stops and all the car parks on the right-hand side of Molesworth Street so a cycleway can be installed?

- I support removing all the car parks on the right-hand side of Molesworth Street and two bus stops so a cycleway can be installed
- I oppose removing all the car parking on the right-hand side of Molesworth Street and two bus stops so a cycleway can be installed

2) What do you think of the proposal to remove car parks on Murphy Street and Mulgrave Street so a cycleway can be installed?

- I support removing these car parks so a cycleway can be installed
- I oppose removing these car parks so a cycleway can be installed

3) What do you think of the proposal to remove car parks and change angled parking to parallel parking on Aitken Street so a cycleway can be installed?

- I support removing these car parks so a cycleway can be installed
- I oppose removing these car parks so a cycleway can be installed

4) What do you think of the proposal to remove the right turns from Murphy Street into Pipitea Street and from Kate Sheppard Place into Molesworth Street so a cycleway can be installed?

- I support with removing the right turns so a cycleway can be installed
- I oppose removing the right turns so a cycleway can be installed

General Comment:

(Page 1 of 2)

The form asked for name, email, suburb (open text), relationship to Thorndon, oral submission.

It asked five questions about the proposal:

1. What do you think of the proposal to remove all the carparking on the right-hand side of Molesworth Street and two bus stops so a cycleway can be installed?
(Answers: I support/I oppose)
2. What do you think of the proposal to remove car parks on Murphy Street and Mulgrave Street so a cycleway can be installed?
(Answers: I support/I oppose)
3. What do you think of the proposal to remove car parks and change angled parking to parallel parking on Aitken Street so a cycleway can be installed?
(Answers: I support/I oppose)
4. What do you think of the proposal to remove the right turns from Murphy Street into Pipitea Street and from Kate Sheppard Place into Molesworth Street so a cycleway can be installed?
(Answers: I support/I oppose)
5. General comments

Thorndon Community Group

My Submission to the Thorndon Cycleway Network Project

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Email Address: _____

Suburb: _____

Please tick the statements you support.

1) What do you think of the proposal to remove two bus stops and all the car parks on the right-hand side of Molesworth Street so a cycleway can be installed?

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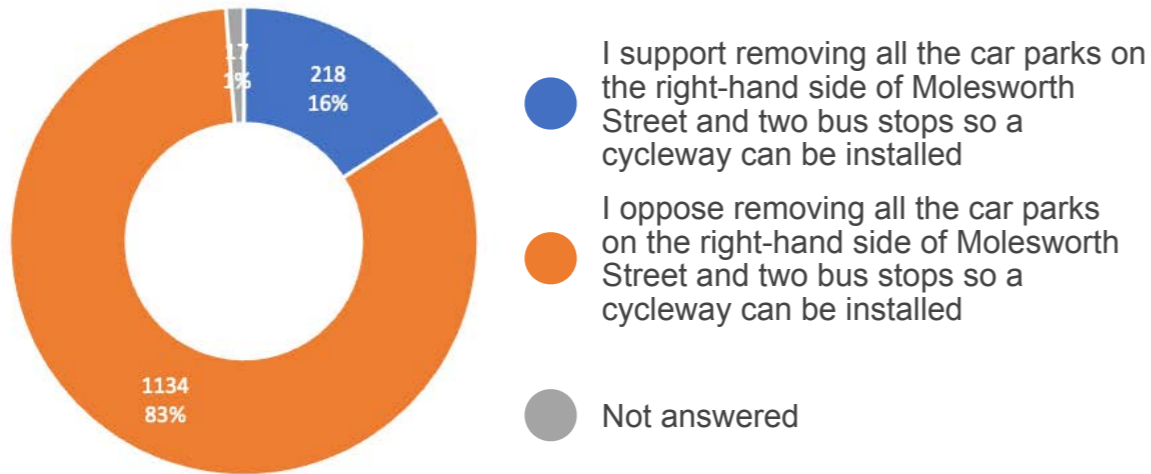
General Comment:

Considerations about the questions

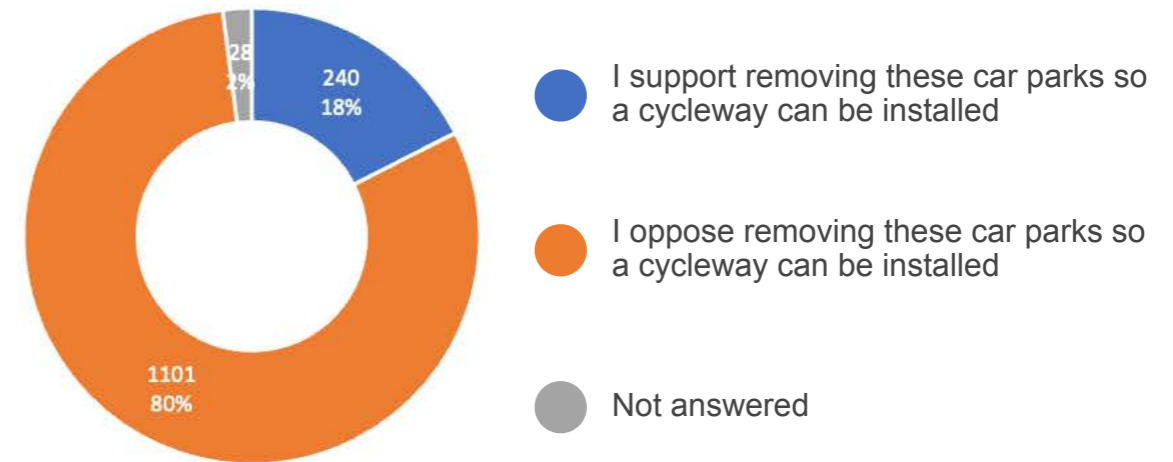
- Submitters were limited (by comparison to the WCC form) to support or oppose; there was no scale of response, opportunity to present a neutral stance, or answer ‘don’t know’ if submitters didn’t feel like they had enough information.
- The questions put car parking in opposition to a cycleway, and while reallocation of some on-street parking for a bike lane is what is proposed, the question doesn’t allow submitters to express they would like parking and space for people on bikes.
- The first question has combined parking removal and bus stop removal. Both are attributed to the installation of a cycleway. There seems to be some misunderstanding of the proposal, as the bus stops are being removed to improve bus stop spacing, increasing the efficiency and reliability of the bus as it will stop fewer times.
- There were no questions about changes to Tinakori Road, Hill Street, Lambton Quay, Bunny Street and Stout Street; questions only focused on part of the proposal.
- It would be hard to answer the fourth question about right turns independently of the previous questions; the right turn restrictions are a result of the installation of the bike lanes, not an item that would be considered separately to other changes in the area.

Thorndon Community Group Analysis

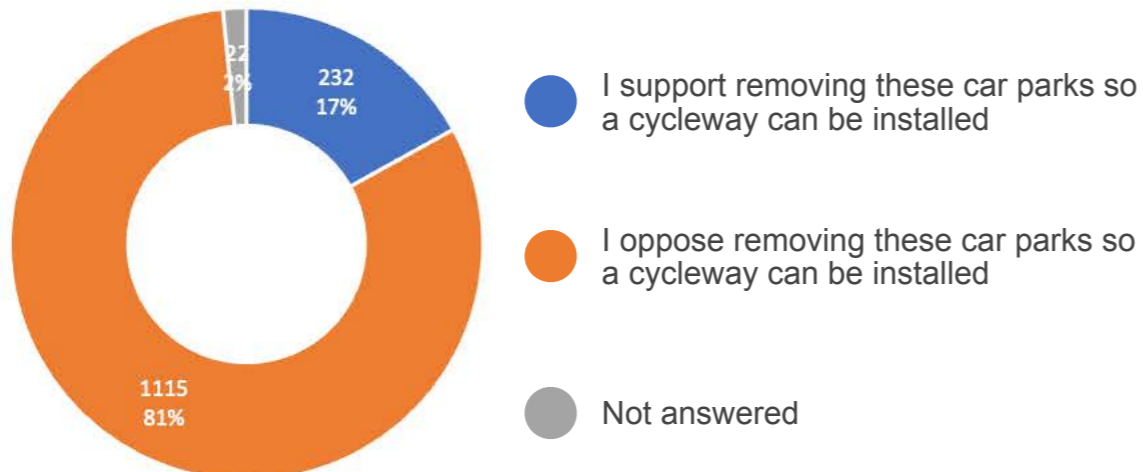
What do you think of the proposal to remove two bus stops and all the car parks on the right-hand side of Molesworth Street so a cycleway can be installed?



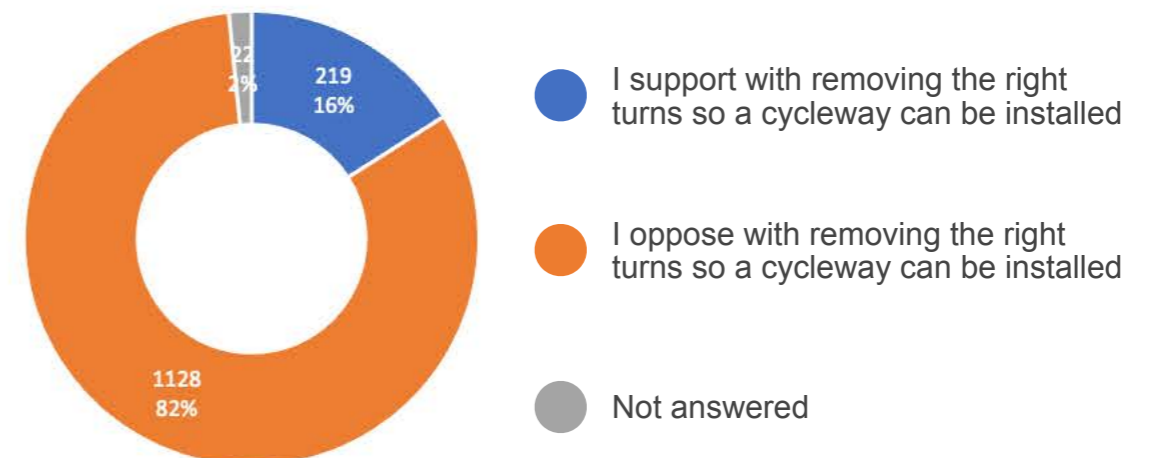
What do you think of the proposal to remove car parks and change angled parking to parallel parking on Aitken Street so a cycleway can be installed?



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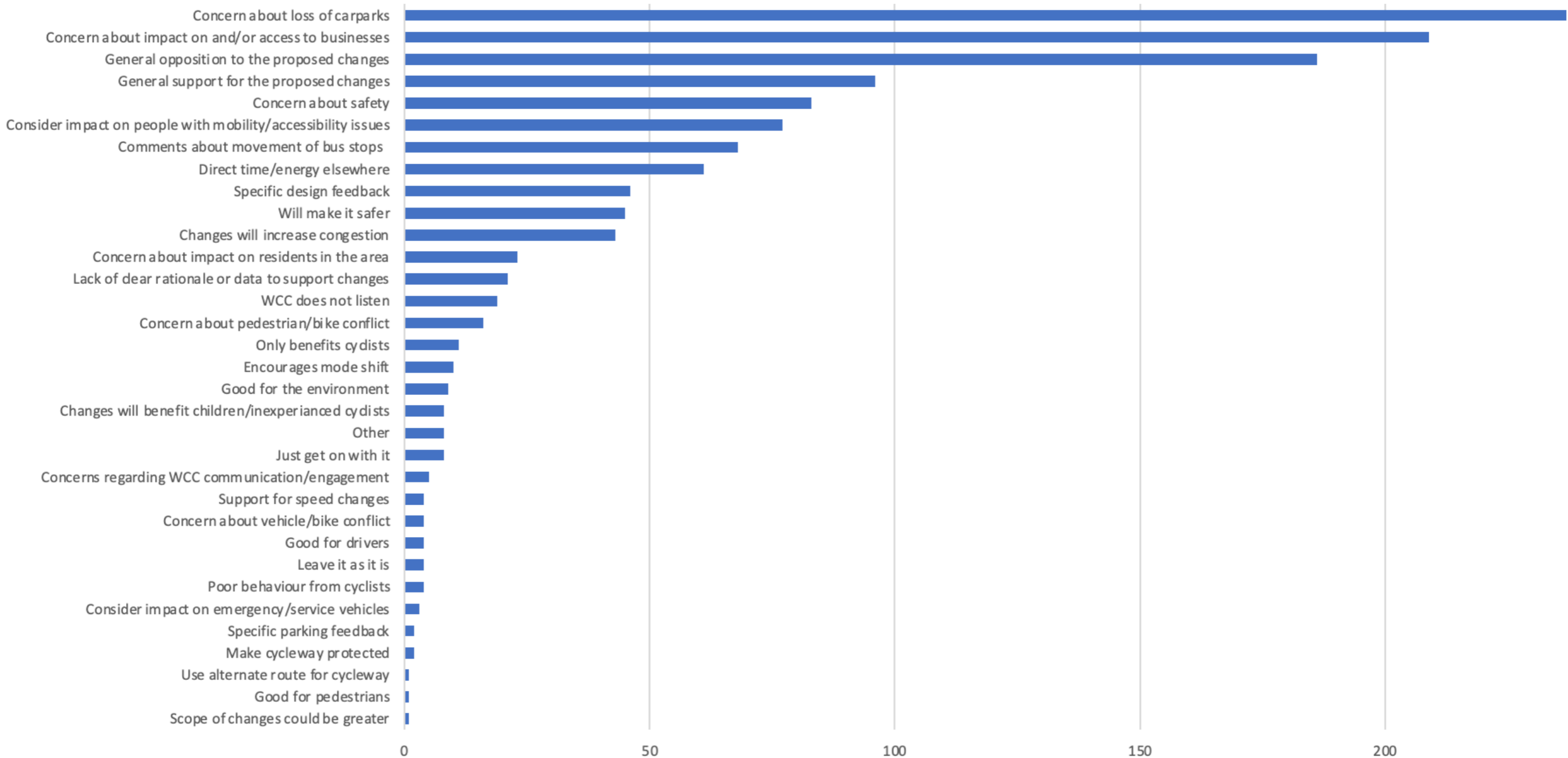


What do you think of the proposal to remove the right turns from Murphy Street into Pipitea Street and from Kate Sheppard Place into Molesworth Street so a cycleway can be installed?



Thorndon Community Group Themes

The 'General comment' section of the feedback form was analysed by the project team and 'themed'. The themes are listed below with a count of how frequently a theme appeared. One comment can contain multiple themes.



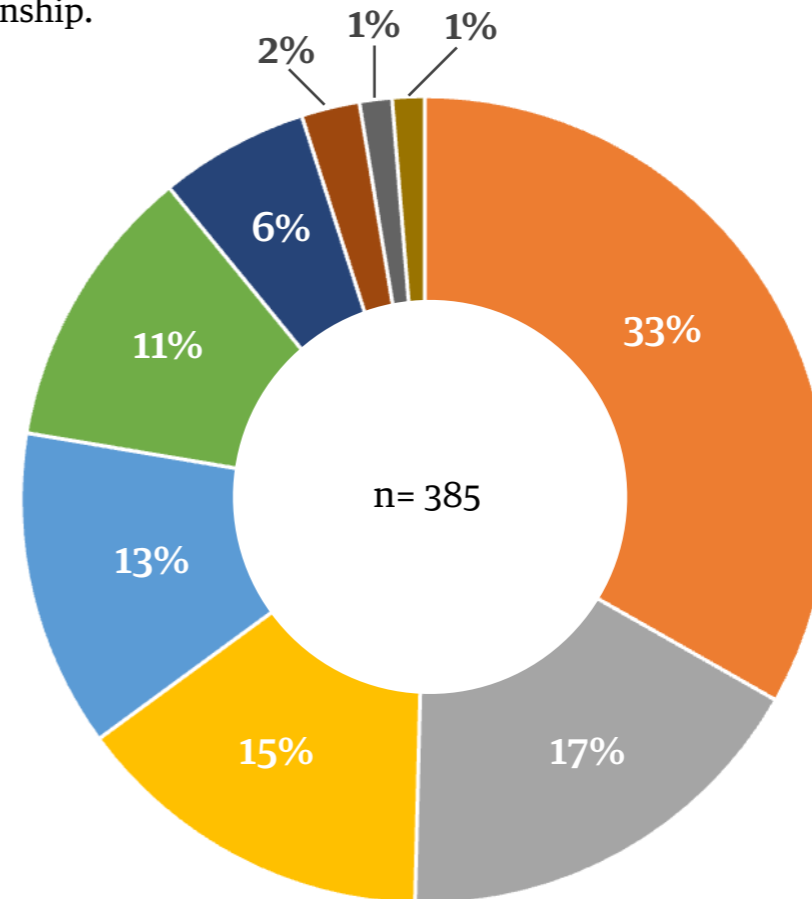
Thorndon Community Group Relationships

The Community Group also asked people to select their main relationship to Thorndon. We have captured that information, however, most people selected multiple answers. The graph below shows the relationship to the area of submitters that chose one main relationship.

My Submission to the Thorndon Cycleway Network (continued)

What is your main relationship to Thorndon?

- I live in this community
- I work in the area
- I own or manage a business in the area
- I go to school or education in the area
- I visit the area (e.g. to see friends or businesses)
- I do recreational activities in the area (e.g. running, walking etc.)
- I drop my kids at childcare, school or education in the area
- I travel through the area
- I live in Wellington
- I don't have a relationship to the area



- I work in the area
- I visit the area (e.g. to see friends or businesses)
- I live in the area
- I travel through the area
- I live in Wellington
- I own or manage a business in the area
- I do recreational activities in the area (e.g. running, walking etc.)
- I drop my kids at childcare, school or education in the area
- I don't have a relationship to the area