

Thorndon Quay Consultation

Feedback Results - 316 submissions

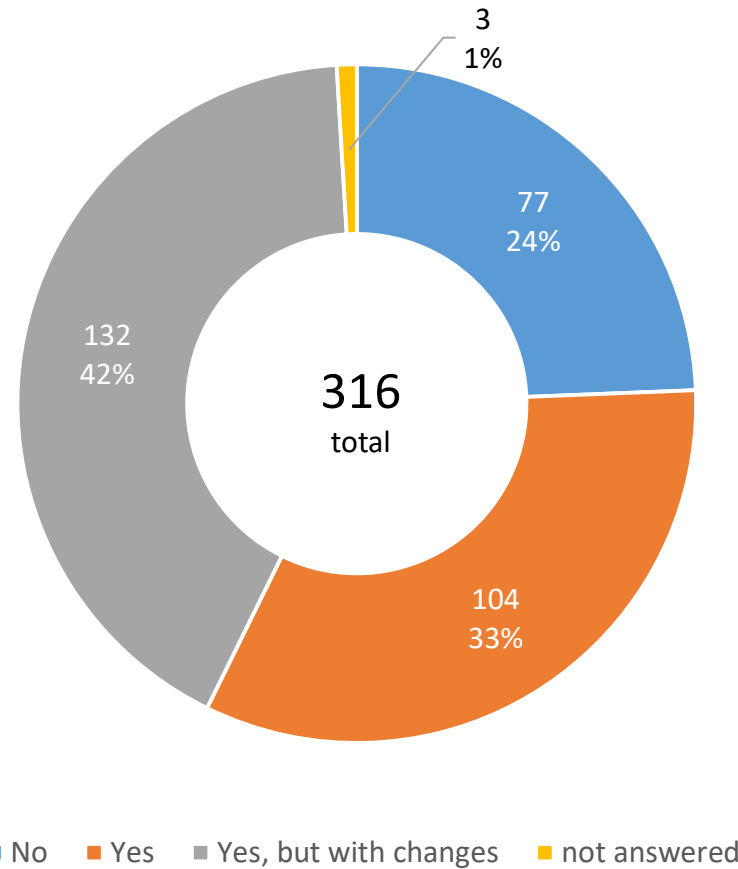
Wellington City Council

23 March 2018

Thorndon Quay consultation summary

Question	People answered	Yes	Yes, with changes	No	Not answered
Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?	313	33%	42%	24%	1%

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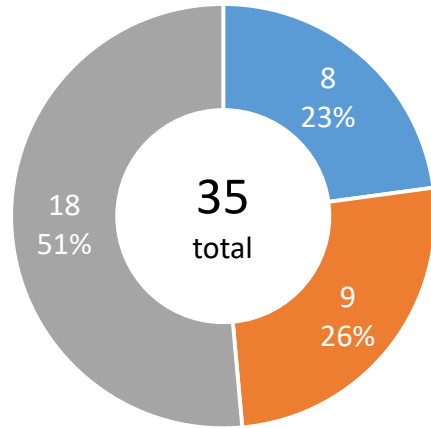


The highest portion of submissions answered 'Yes, but with changes' (42%).

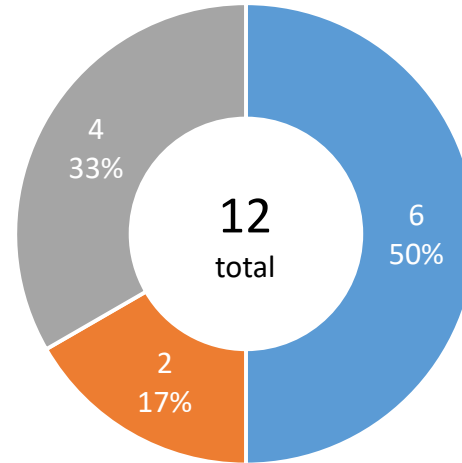
75% of submission support the proposal or support the proposal with changes

Overall support by relationship to street

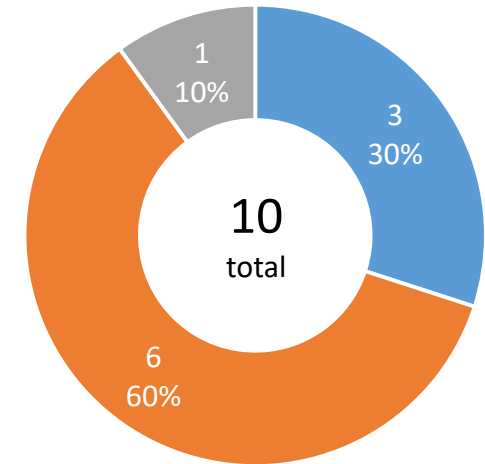
I live in Wellington



I live on this street

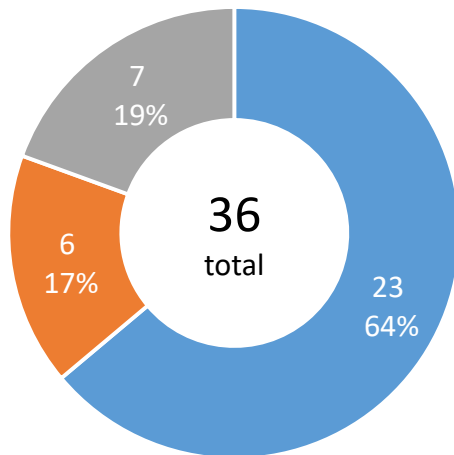


I live near this street

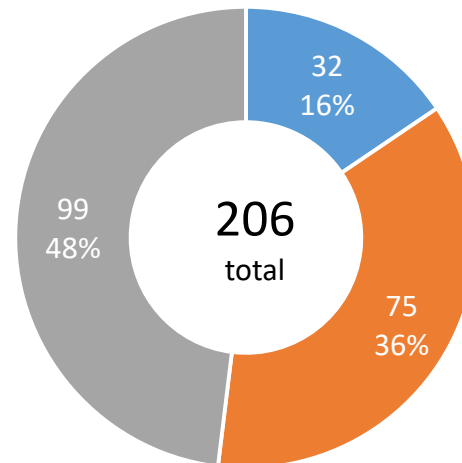


■ No ■ Yes ■ Yes, but with changes

My work/business is on this street

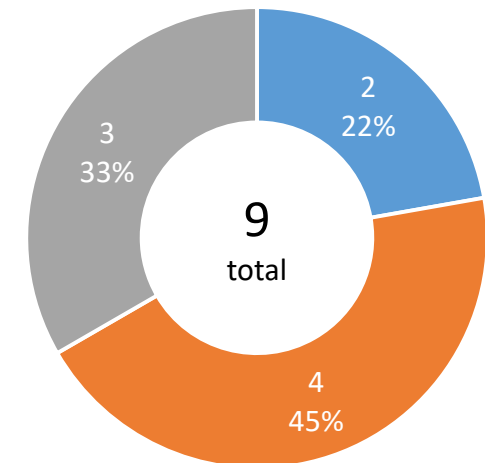


I regularly travel along this street



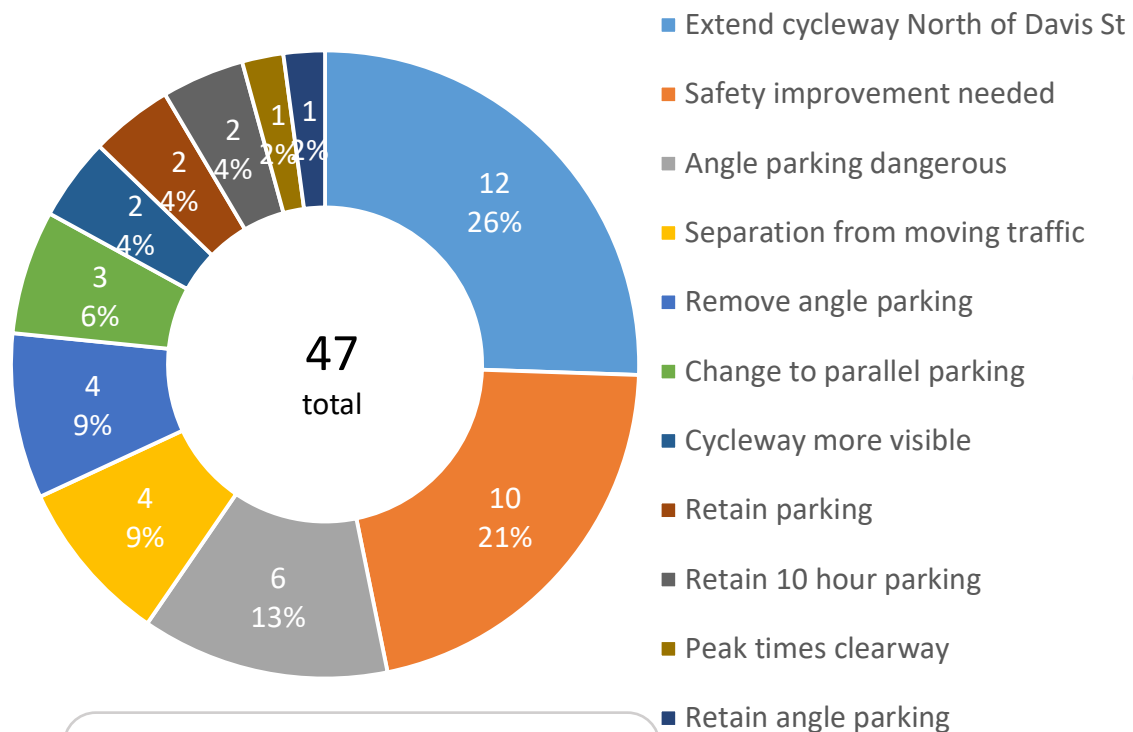
Other

The majority of submissions came from people who regularly travel along this street and the highest proportion support the proposal with changes.



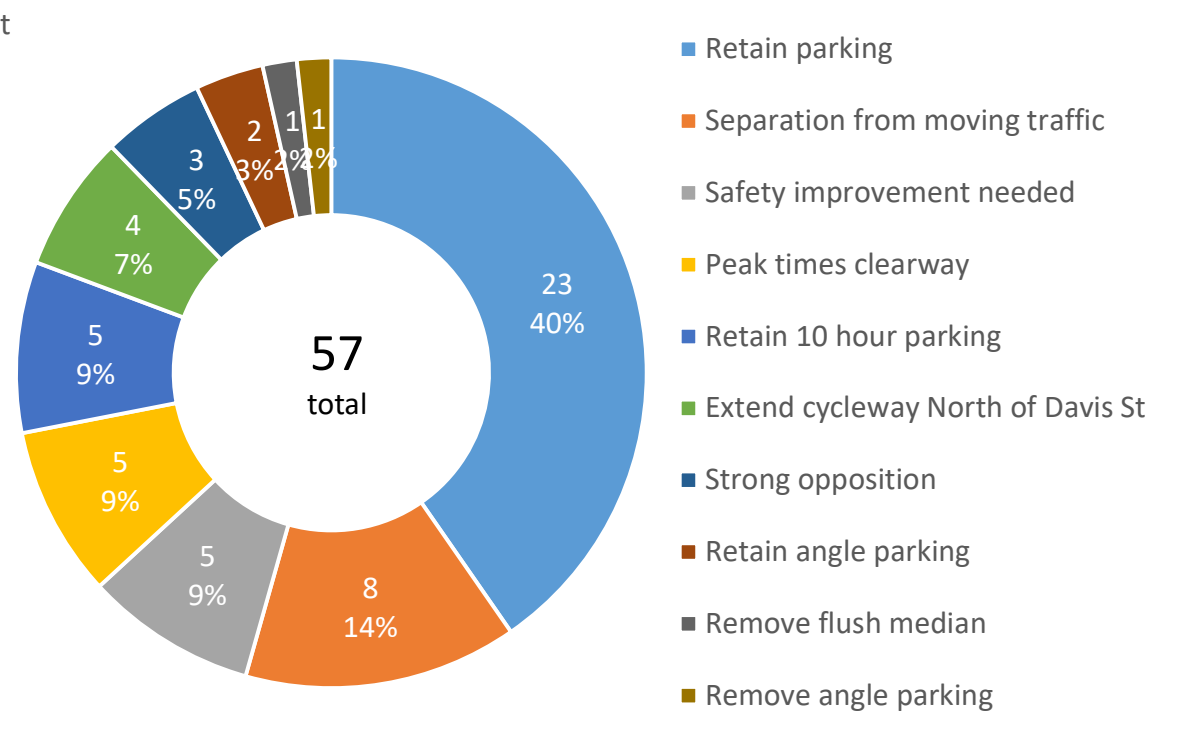
Overall comments by support

Yes comments



For those who support the proposal, most comments expressed that they would like safety issues to do with angle parking addressed.

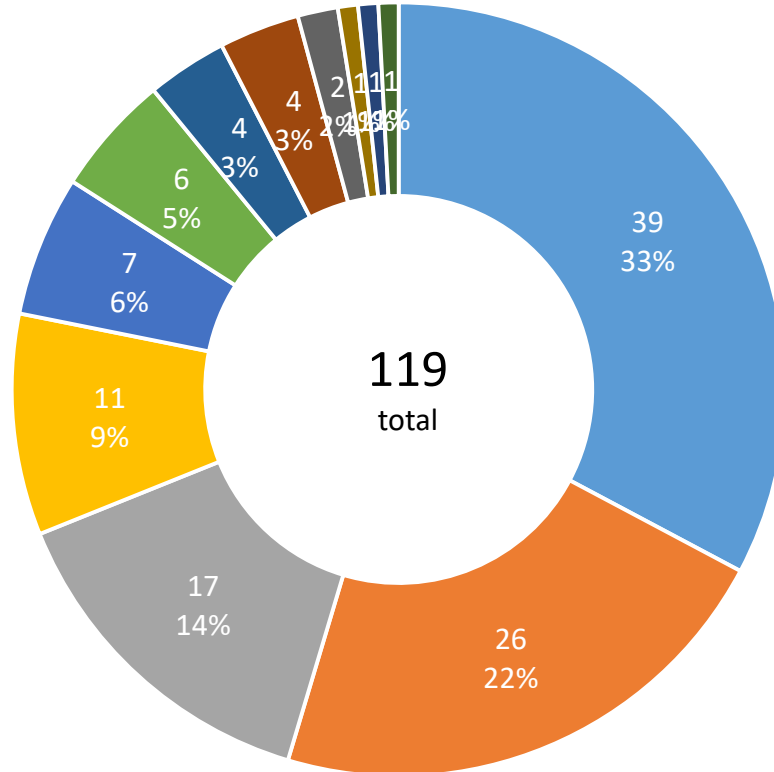
No comments



For those who did not support the proposal, most common comments were about the removal of parking

Overall comments by support cont...

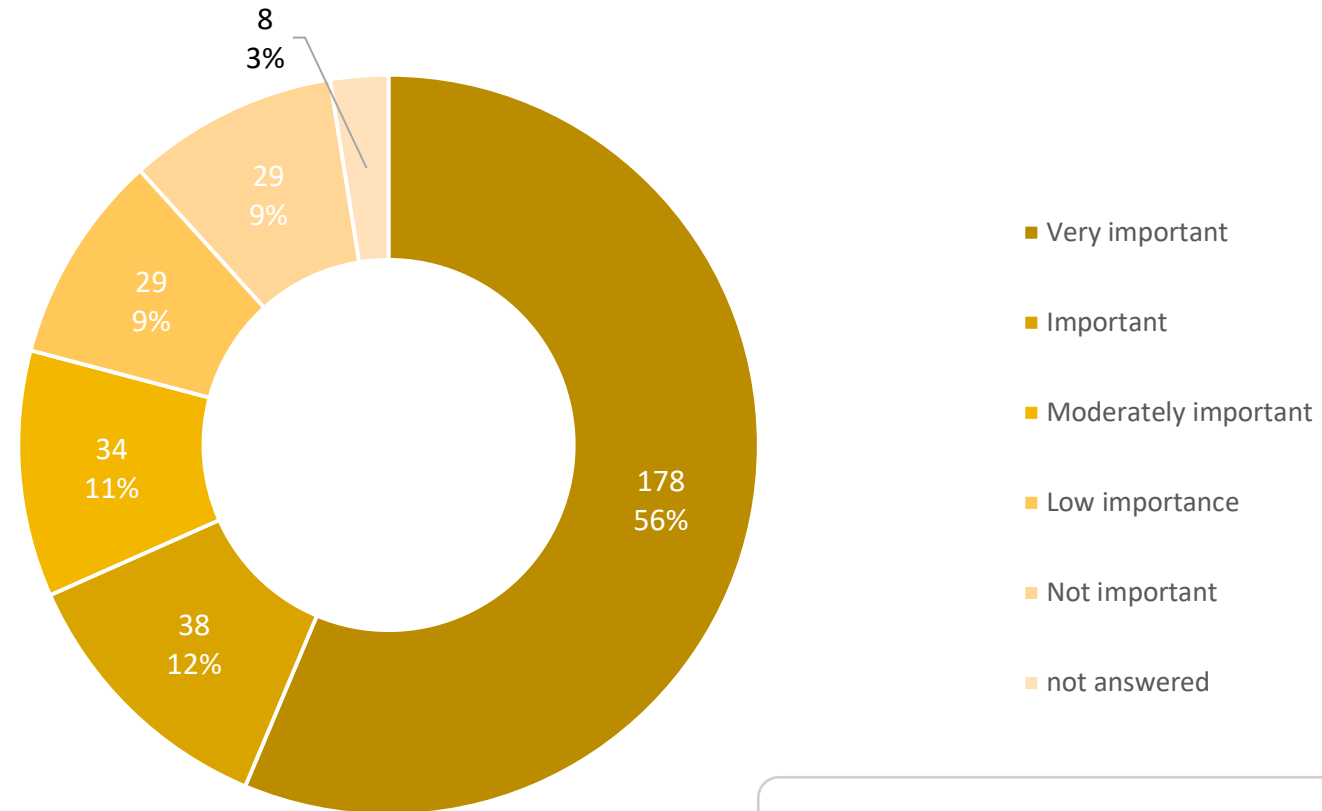
Yes, but with changes comments



- Separation from moving traffic
- Extend cycleway North of Davis St
- Safety improvement needed
- Retain parking
- Retain 10 hour parking
- Peak times clearway
- Remove flush median
- Angle parking dangerous
- Cycleway more visible
- Retain angle parking
- Remove angle parking
- Change to parallel parking

55% of submitters who supported the proposal with changes commented about extending the bike lanes north and making a better separation between people on bikes and people in cars.

How important is it to connect this proposed bike path with the safer city-wide cycling network?

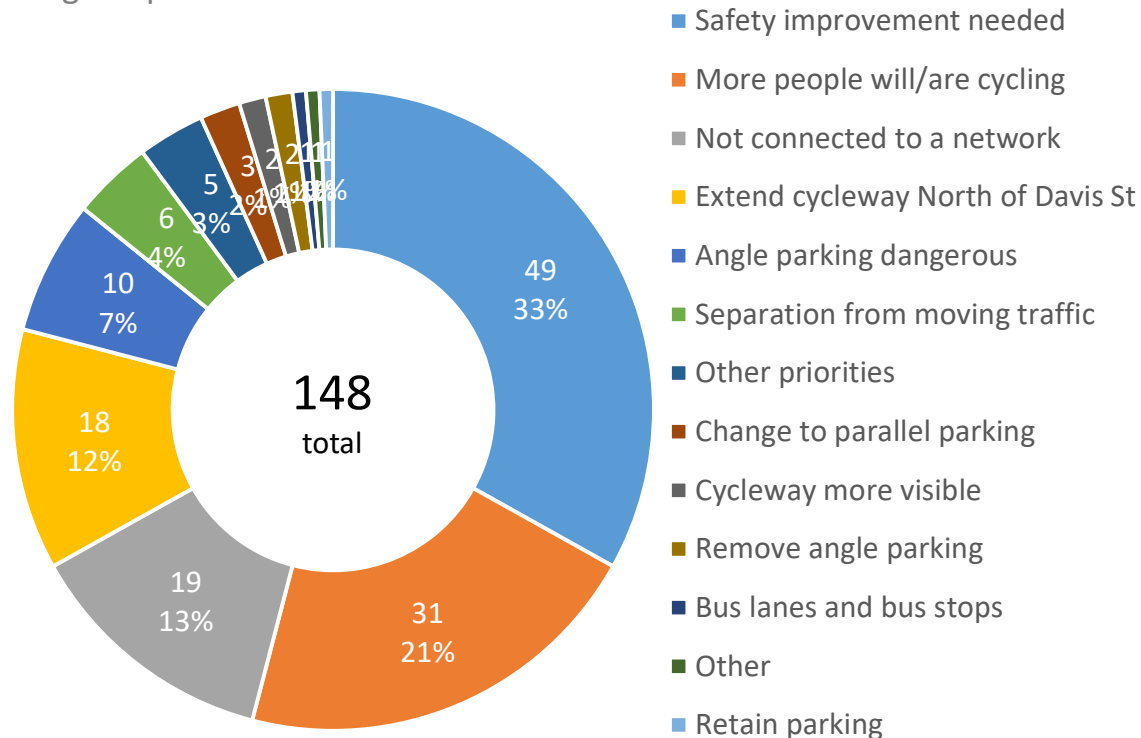


68% of submissions rated this bike connection as Important or very important.

Importance comments by high and low importance

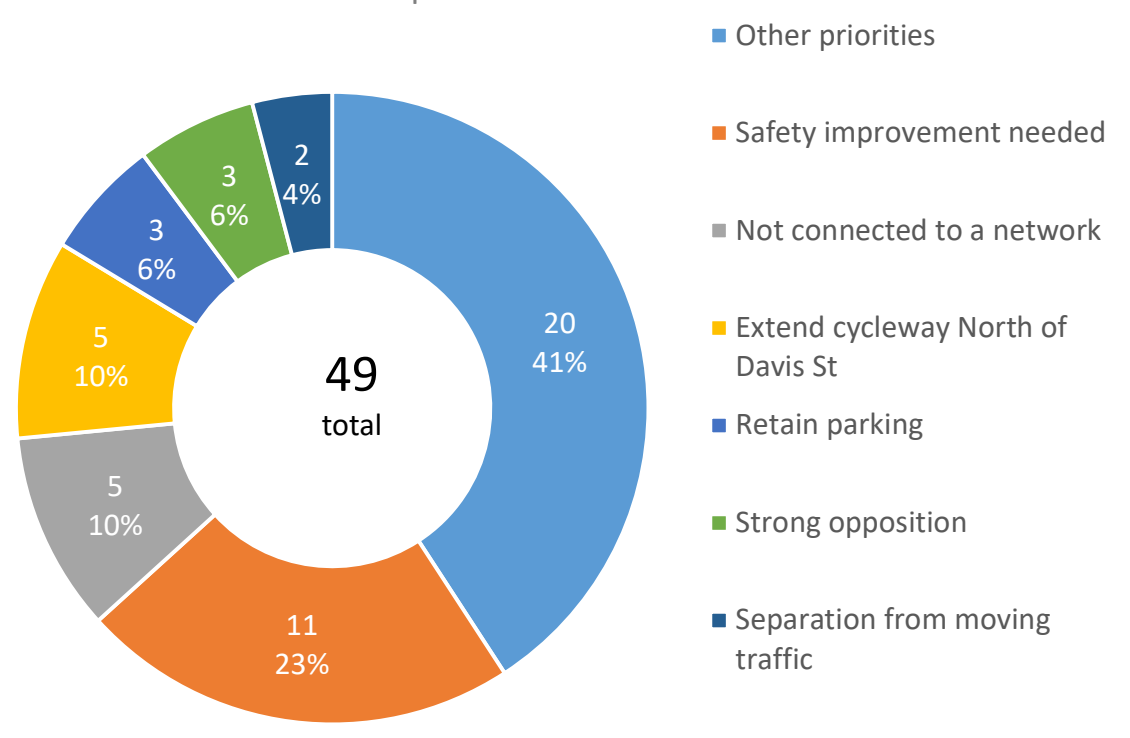
(High = 'very important' and 'important', Low = 'low importance' and 'not important')

High importance



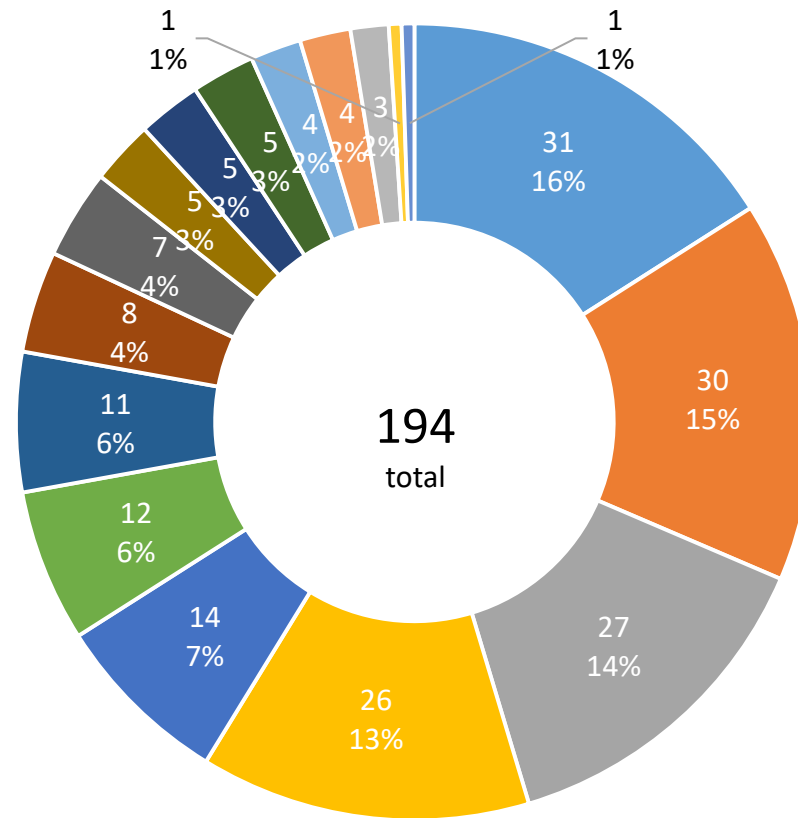
The top comment from people who thought the connection was of 'high importance' related to the safety of people on bikes

Low importance



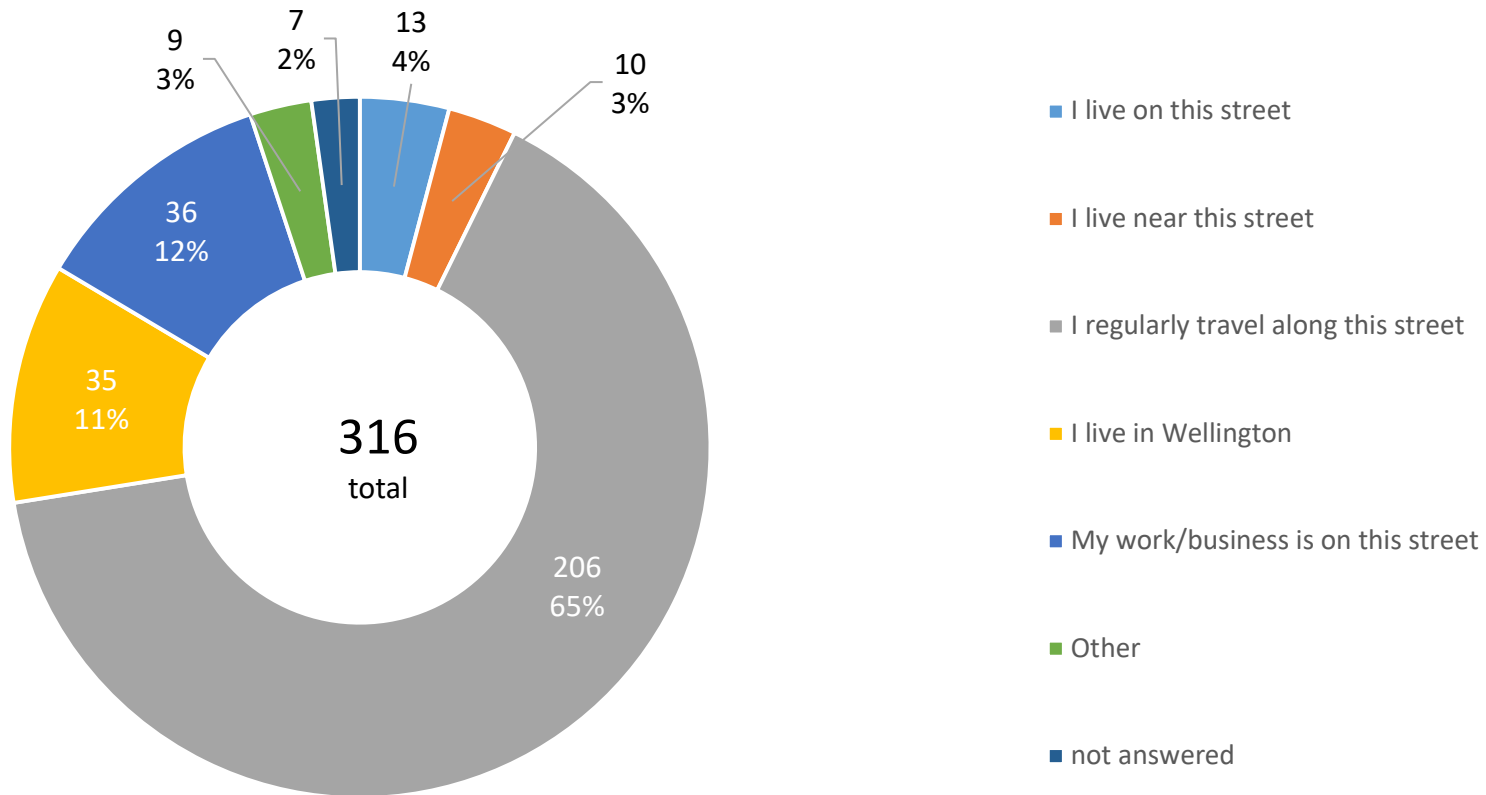
The top comments from those that thought the connection was of low importance believed there were higher priorities.

'Any other' comments



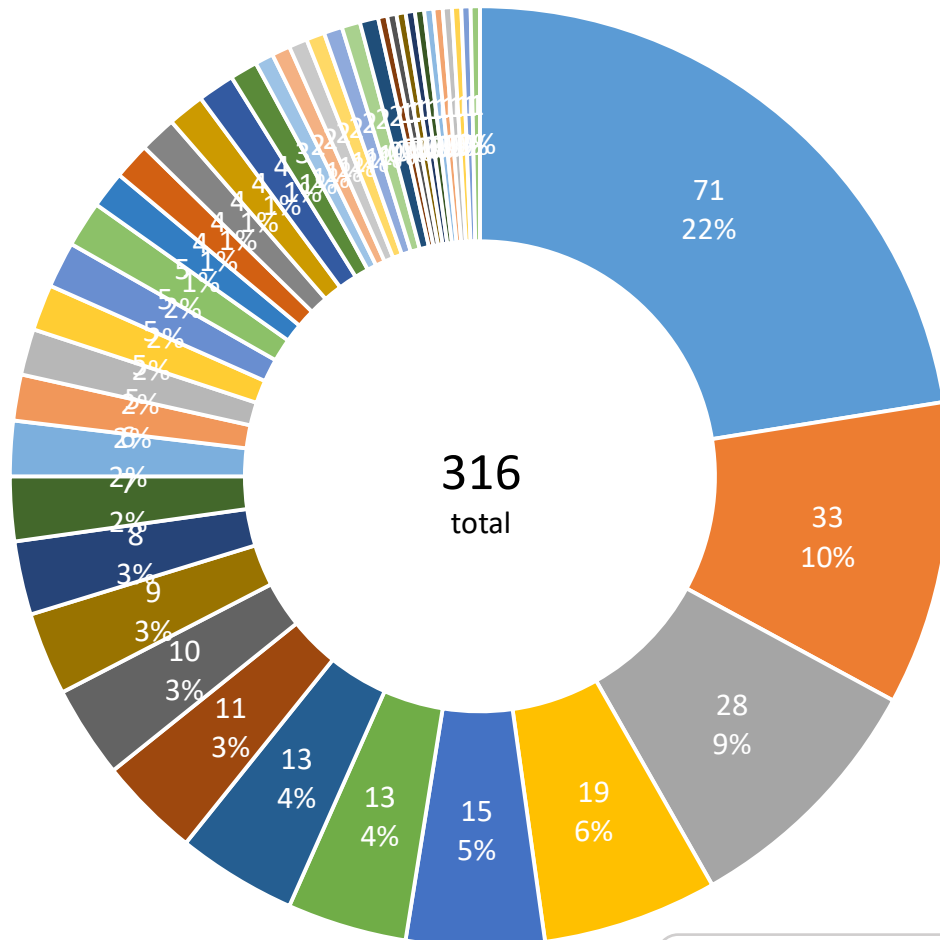
- Other
- Extend cycleway North of Davis St
- Safety improvement needed
- Separation from moving traffic
- Retain parking
- Angle parking dangerous
- Not connected to a network
- Blank
- Peak times clearway
- Cycleway more visible
- Retain angle parking
- Change to parallel parking
- Strong opposition
- Remove angle parking
- Remove flush median
- Bus lanes and bus stops
- More people will/are cycling

What is your primary relationship to this street?



206 of the 316 submissions came from people who regularly travel along the street

Respondents by suburb

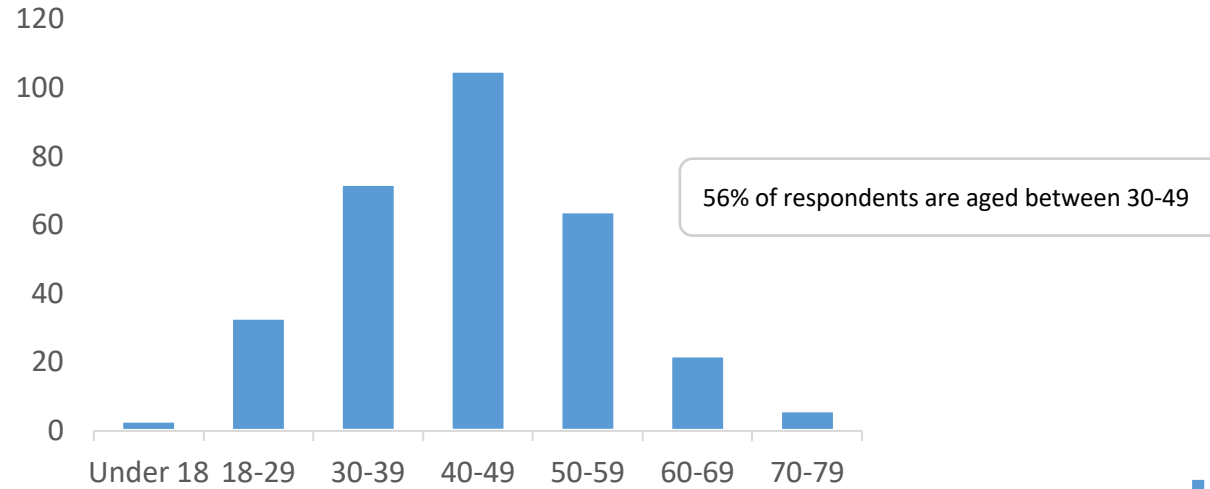


- Other (71)
- Ngaio (28)
- Johnsonville (15)
- Thorndon (13)
- Pipitea (10)
- Karori (8)
- Churton Park (6)
- Aro Valley (5)
- Hataitai (5)
- Kelburn (4)
- Tawa (4)
- Wadestown (4)
- Horokiwi (2)
- Kaiwharawhara (2)
- Roseneath (2)
- Melrose (2)
- Houghton Bay (1)
- Kilbirnie (1)
- Wellington Central (1)
- Mount Cook (1)
- Khandallah (33)
- Newtown (19)
- Island Bay (13)
- Newlands (11)
- Te Aro (9)
- Northland (7)
- Strathmore Park (5)
- Mount Victoria (5)
- Brooklyn (5)
- Crofton Downs (4)
- not answered (4)
- Miramar (3)
- Woodridge (2)
- Wilton (2)
- Owhiro Bay (2)
- Vogeltown (1)
- Lyall Bay (1)
- Berhampore (1)
- Breaker Bay (1)
- South Gate (1)

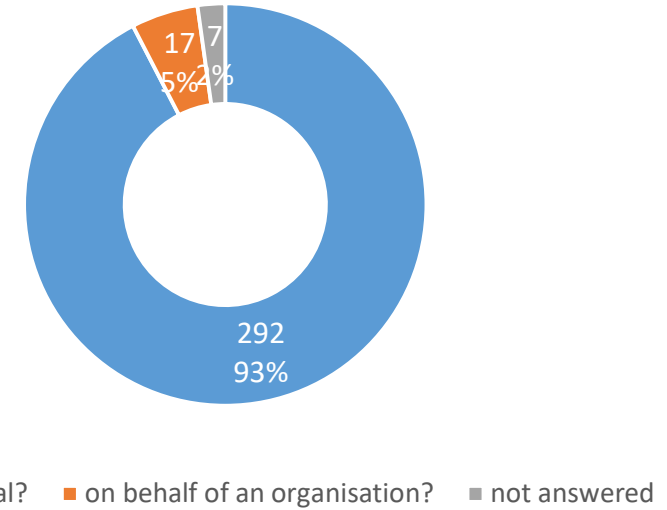
'Other' had the highest number of submissions. 'Other' is used by people that live outside Wellington City suburbs.

Demographics of respondents

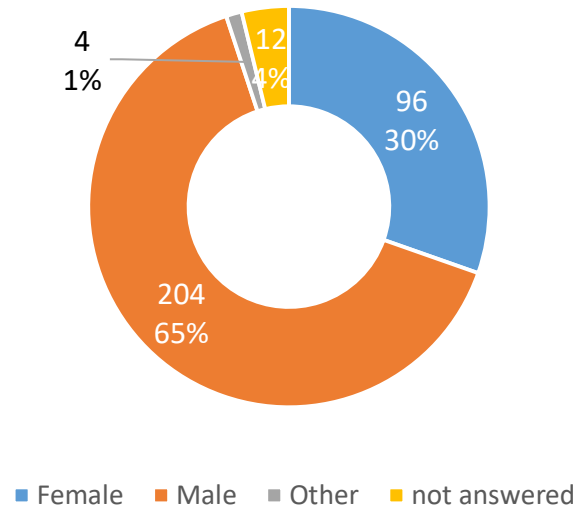
Age of respondents



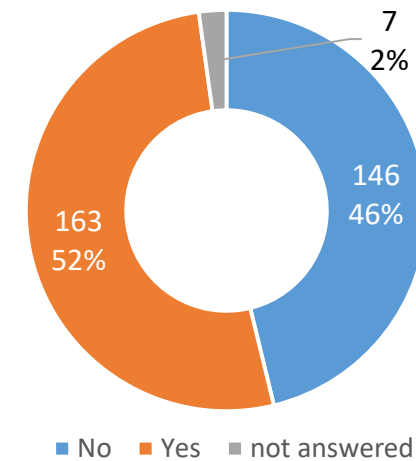
Individual vs organisational respondents



Gender of respondents



Would you like to be informed if there is an opportunity to talk to Councillors about these changes?



Appendix: Theme Descriptions

Overall, do you support the proposal for roadside bike lanes and the associated changes on Thorndon Quay?

- Safety improvement needed - Remarking on a general need for improved safety in this proposal
- Peak times clearway - Support for a clearway in all peak hours (in addition to the already existing morning clearway)
- Extend cycleway North of Davis St - The area North of Davis Street was strongly remarked on as a much more dangerous section that needed to be added to the originally proposed cycleway area
- Cycleway more visible - The proposed cycleway needs increased visual distinction from the road
- Separation from moving traffic - The proposed cycleway needs to be physically separated from both driving and parked cars for safety reasons
- Remove flush median - Remove the flush median to provide more space for a physically separated cycleway
- Retain angle parking - Retain angle parking as the type of park
- Remove angle parking - Remove the angle parking as the type of park
- Change to parallel parking - Change the angle parks to parallel parks
- Parallel parking dangerous - The parallel parking in this proposal is dangerous
- Angle parking dangerous - The angle parking is a safety hazard
- Retain parking - The retention of general parking spaces need to be considered
- Retain 10 hour parking - The retention of 10 hour parks need to be considered
- Strong opposition - Strong criticism of proposal
- Other - Concern or factor not mentioned elsewhere

How important is it to connect this proposed bike path with the safer city-wide cycling network?

- Safety improvement needed - Remarking on a general need for improved safety in this proposal
- Not connected to a network - There needs to be consideration of how this proposal links up to the joining of key destinations
- Bus lanes and bus stops - The placement of bus lanes and bus stops need to be considered in this proposal
- Cycleway more visible - The proposed cycleway needs increased visual distinction from the road
- More people will/are cycling - Mention of growing demographic of cyclers and the need to cater to this demographic
- Extend cycleway North of Davis St - The area North of Davis Street was strongly remarked on as a much more dangerous section that needed to be added to the originally proposed cycleway area
- Retain angle parking - Retain angle parking as the type of park
- Change to parallel parking - Change the angle parks to parallel parks
- Remove angle parking - Remove the angle parking as the type of park
- Angle parking dangerous - The angle parking is a safety hazard
- Retain parking - The retention of general parking spaces need to be considered
- Separation from moving traffic - The proposed cycleway needs to be physically separated from both driving and parked cars for safety reasons
- Strong opposition - Strong criticism of proposal
- Other priorities - Other areas within the nearby cycle network need attention before this area of Thorndon Quay
- Other - Concern or factor not mentioned elsewhere

Other comments

- Safety improvement needed - Remarking on a general need for improved safety in this proposal
- Peak times clearway - Support for a clearway in all peak hours (in addition to the already existing morning clearway)
- Not connected to a network - There needs to be consideration of how this proposal links up to the joining of key destinations
- Bus lanes and bus stops - The placement of bus lanes and bus stops need to be considered in this proposal
- More people will/are cycling - Mention of growing demographic of cyclers and the need to cater to this demographic
- Remove flush median - Remove the flush median to provide more space for a physically separated cycleway
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