



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

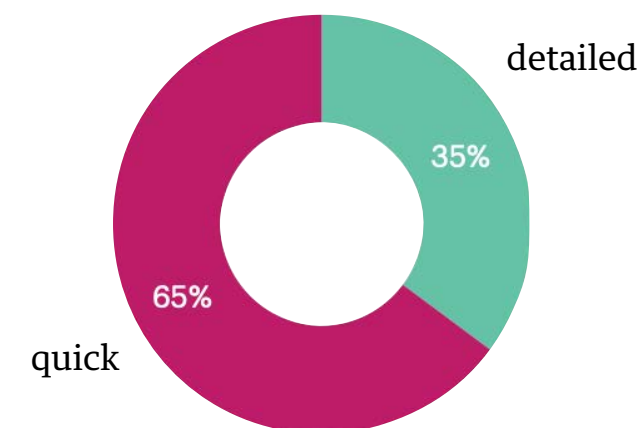
Every submission we receive is considered genuine in the first instance. If someone has submitted more than once, we may:

- **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.

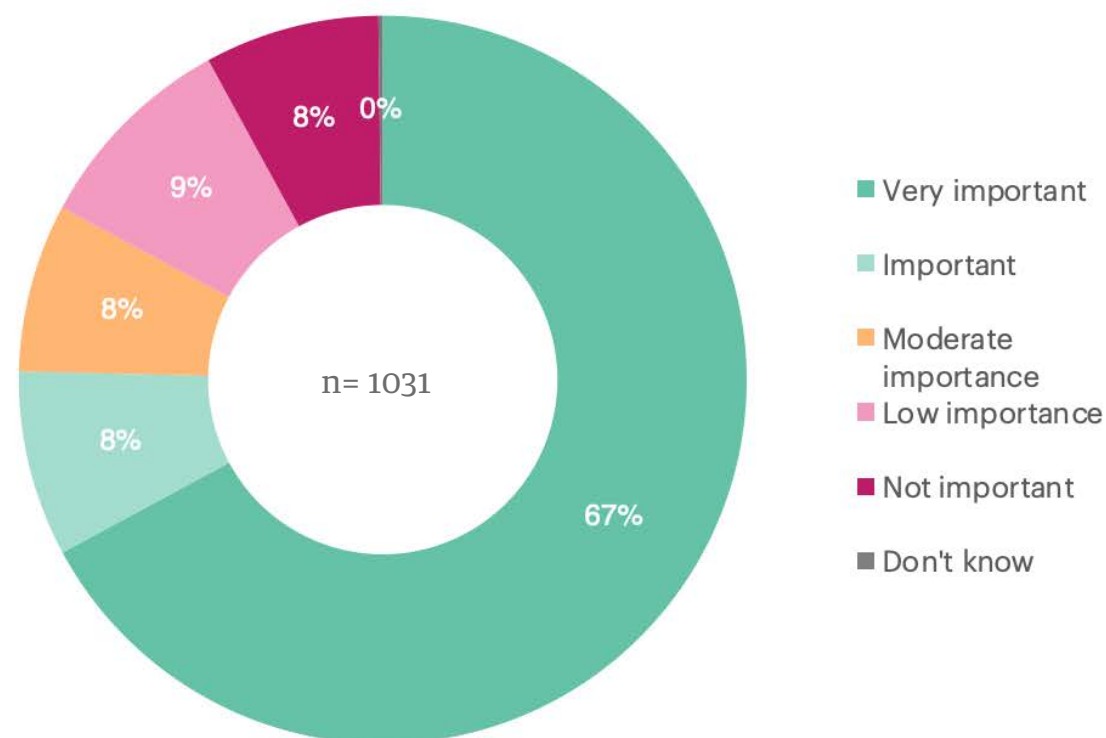
Detailed or quick?



Submitters could choose whether they wanted to provide quick (65%) or detailed (35%) feedback.

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?

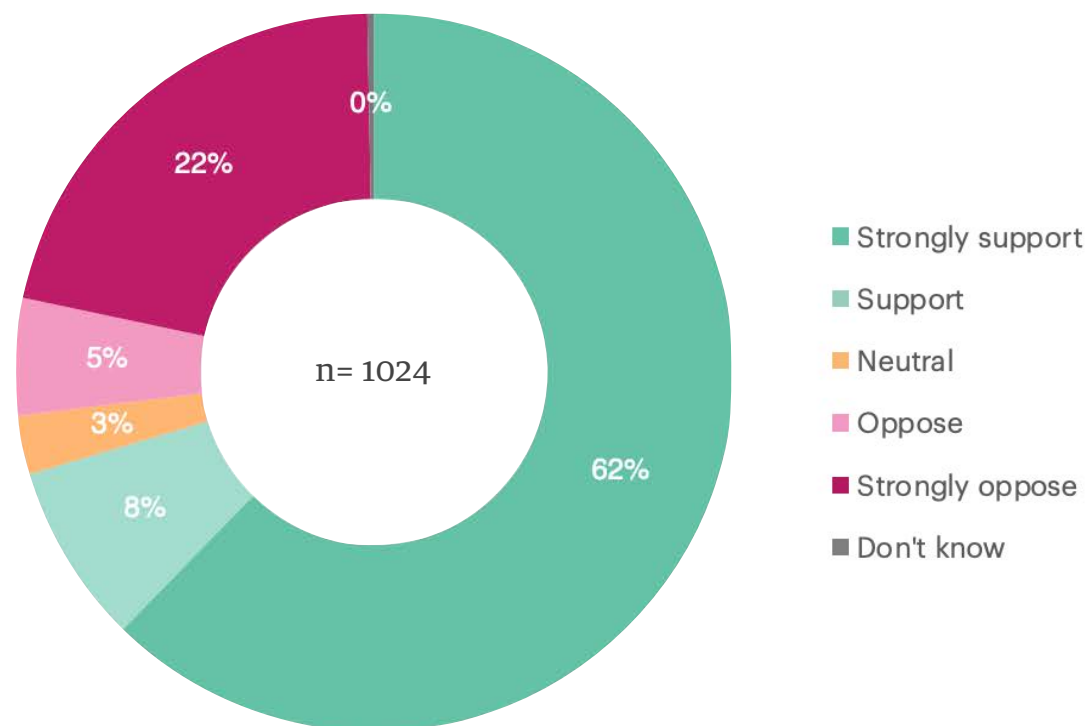


75% of respondents believe it is important or very important to make streets safer and easier for people using active or public transport.

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]

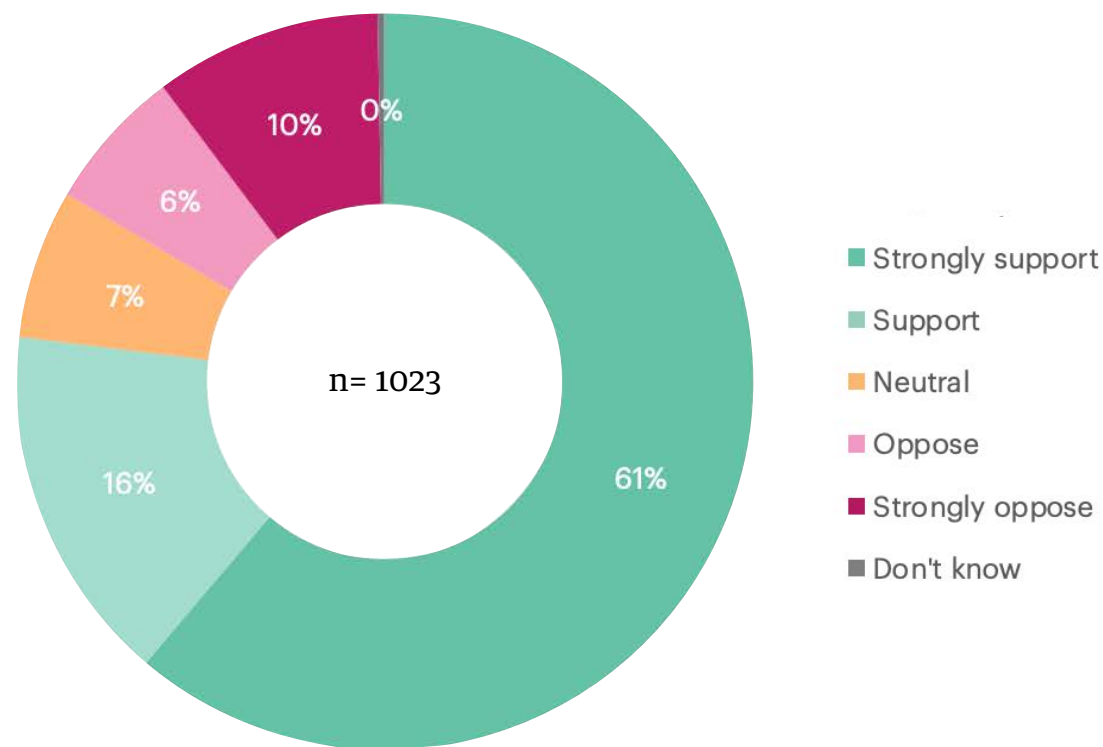


70% of respondents support or strongly support the proposed changes to the Thorndon Connections area.

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

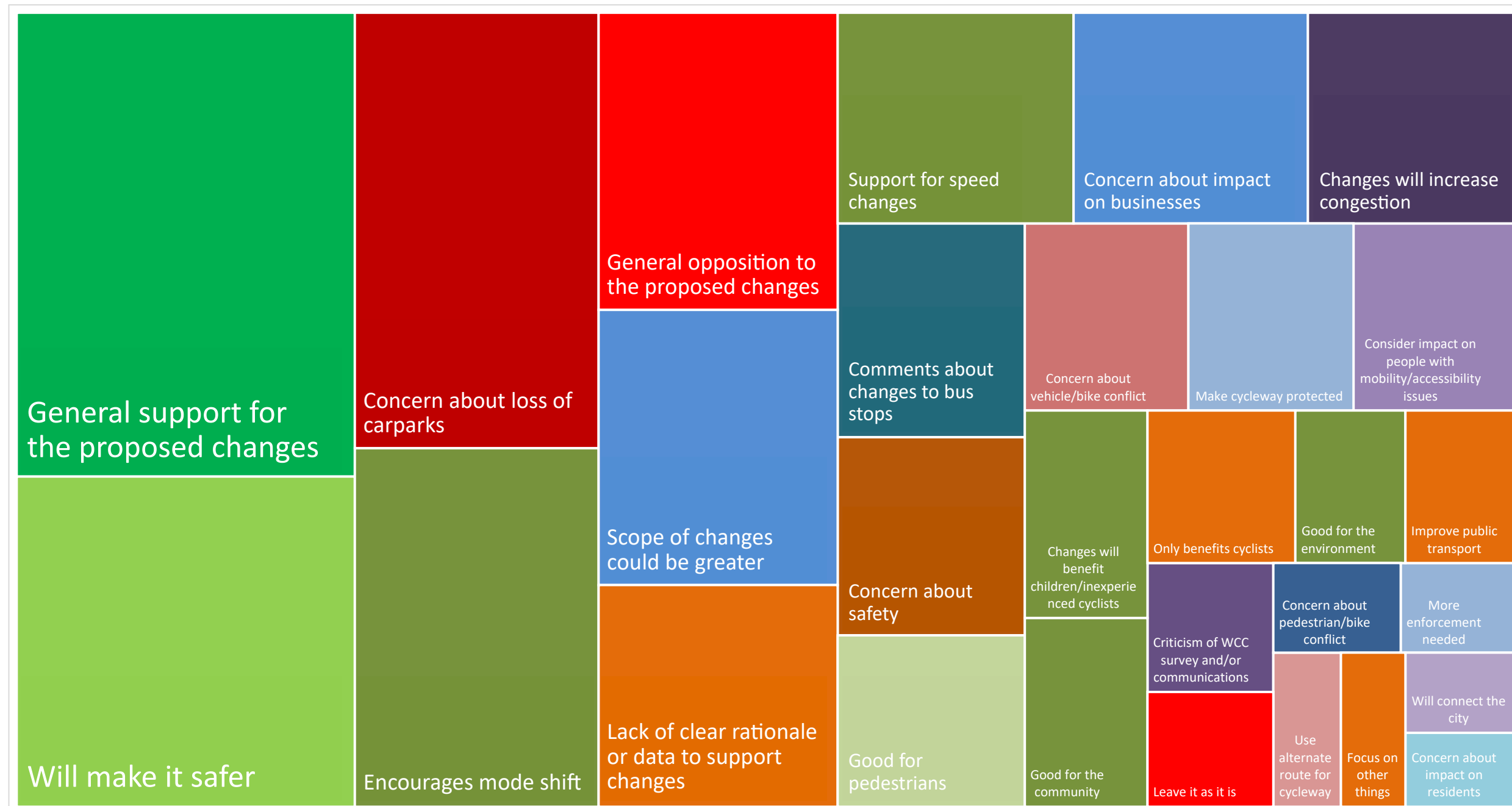
The themes below were extracted from reading all of the comments people made in WCC's Thorndon Connections survey. Further explanations of each theme can be found in the appendix.

- 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

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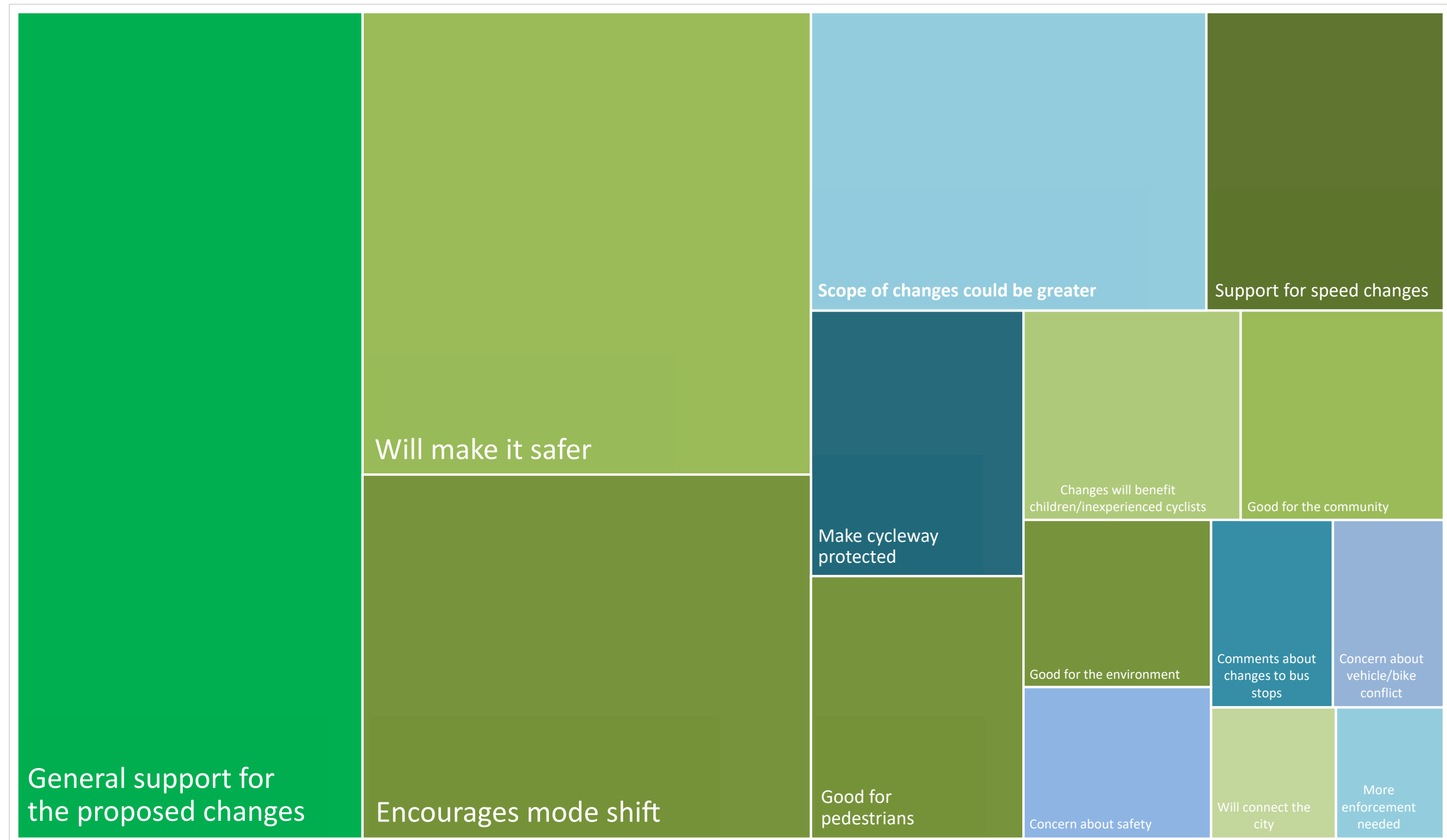
All themes

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

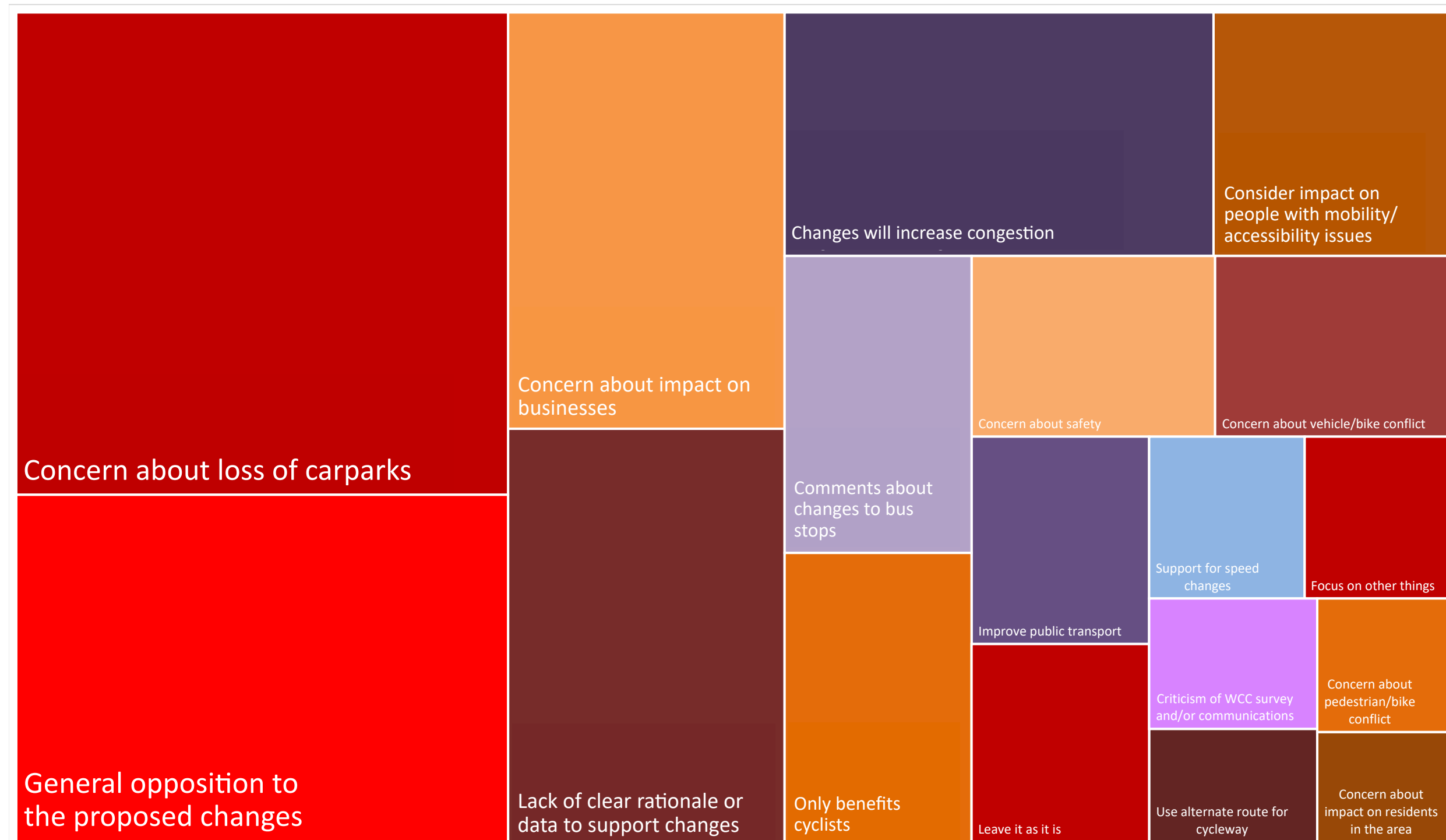
Themes from people who 'support' or 'strongly support' the Thorndon Connections proposal are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes that were mentioned fewer than 10 times are not shown.



Wellington City Council

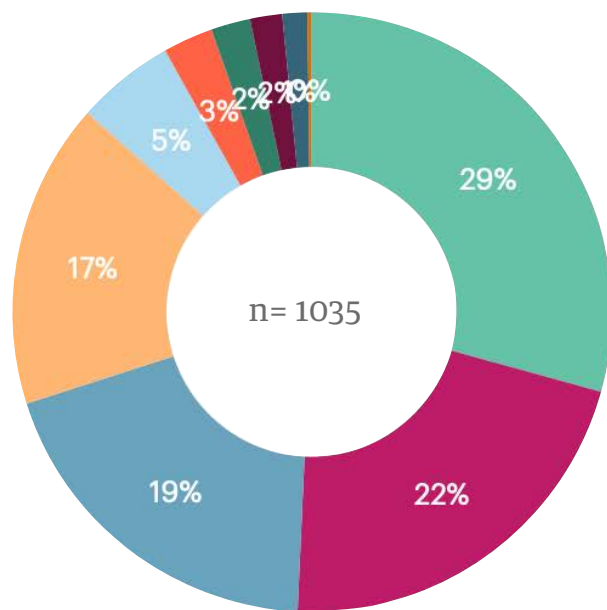
Oppose themes

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.



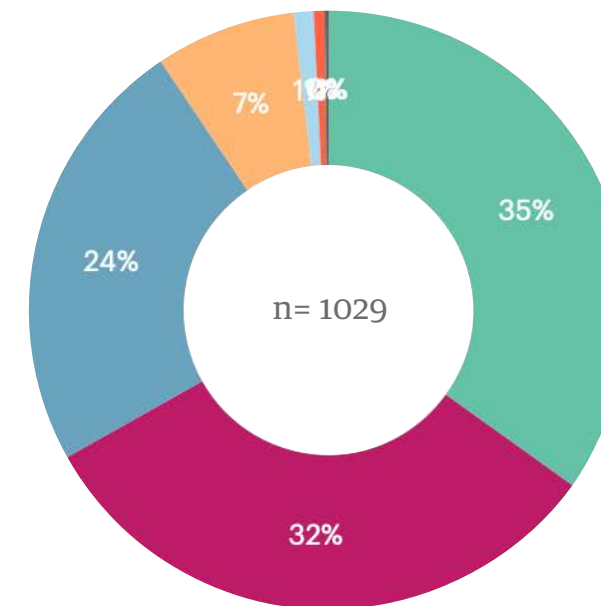
Relationship to the Thorndon Connections area

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



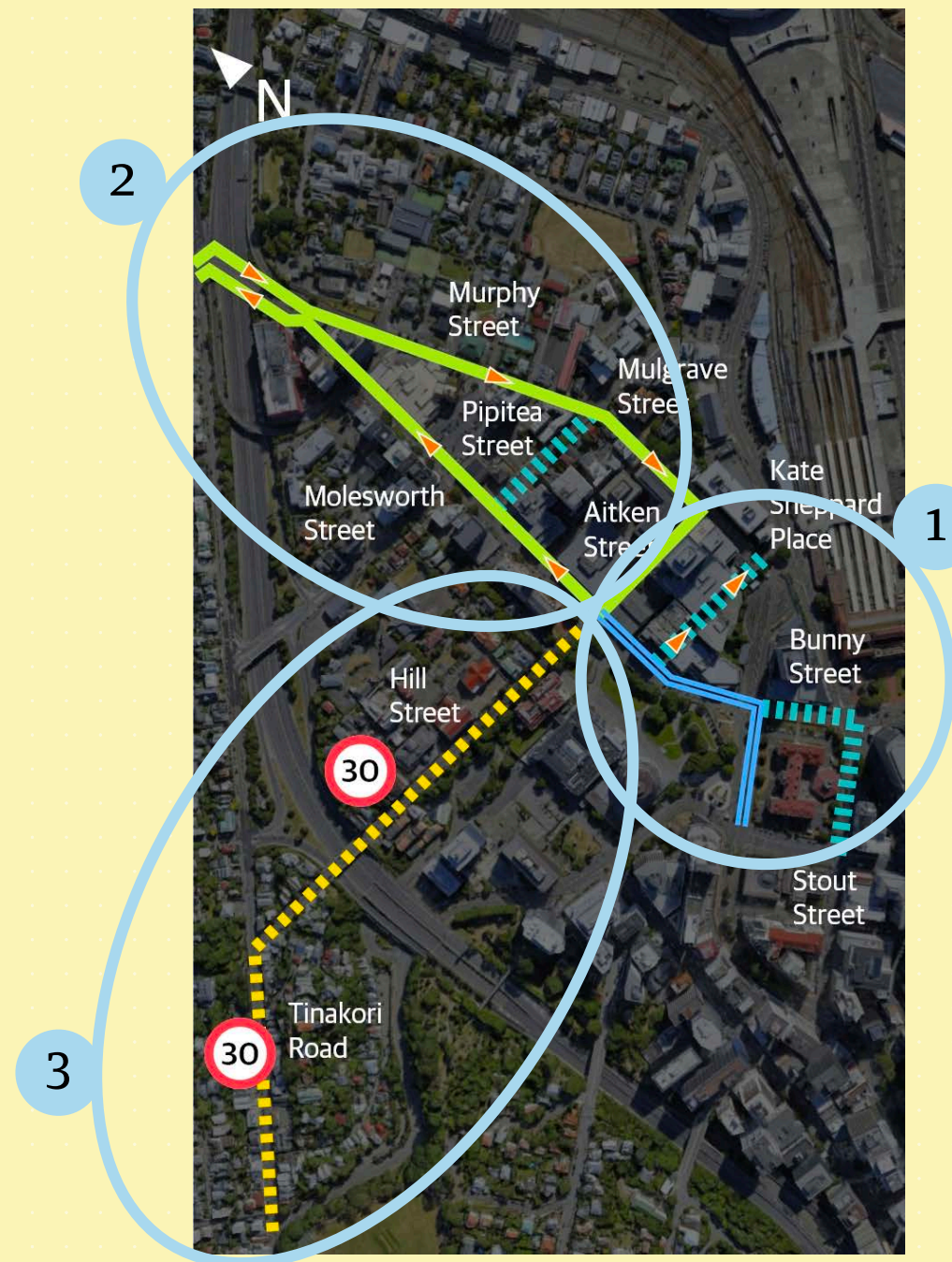
Level of support for Thorndon Connections based on how people normally travel along the route

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



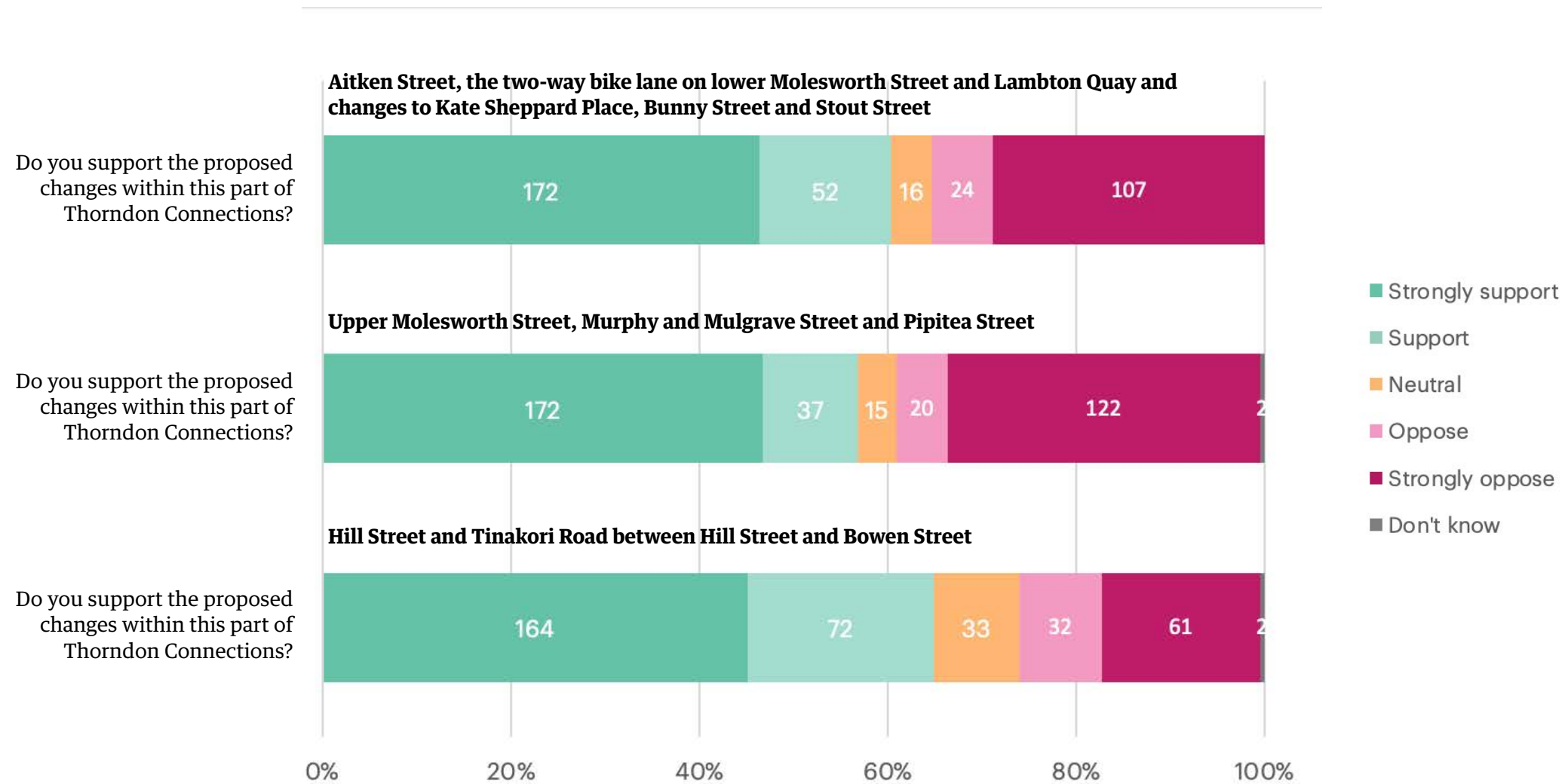
We asked for detailed feedback about five aspects of the Thorndon Connections proposal:

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



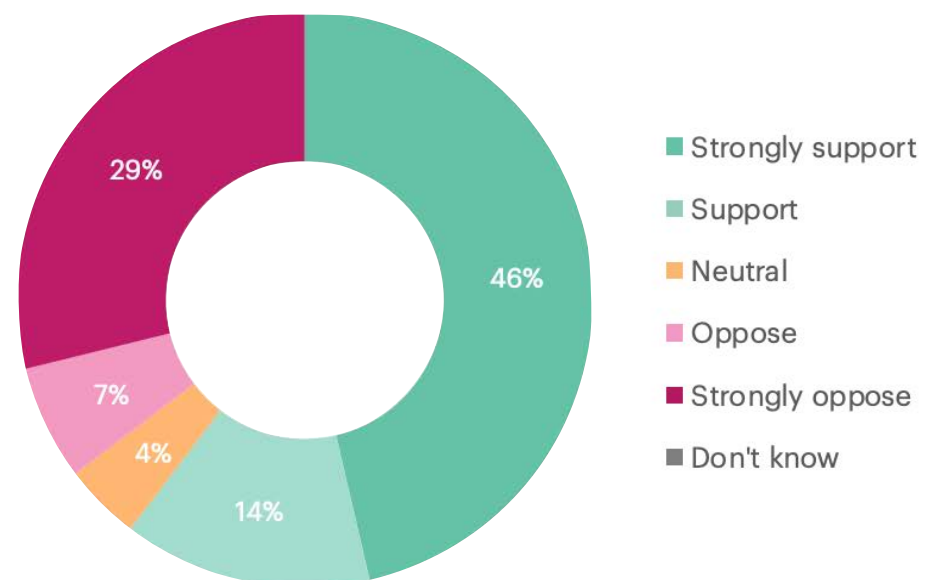
Detailed feedback: Aitken Street and south



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 stationary 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

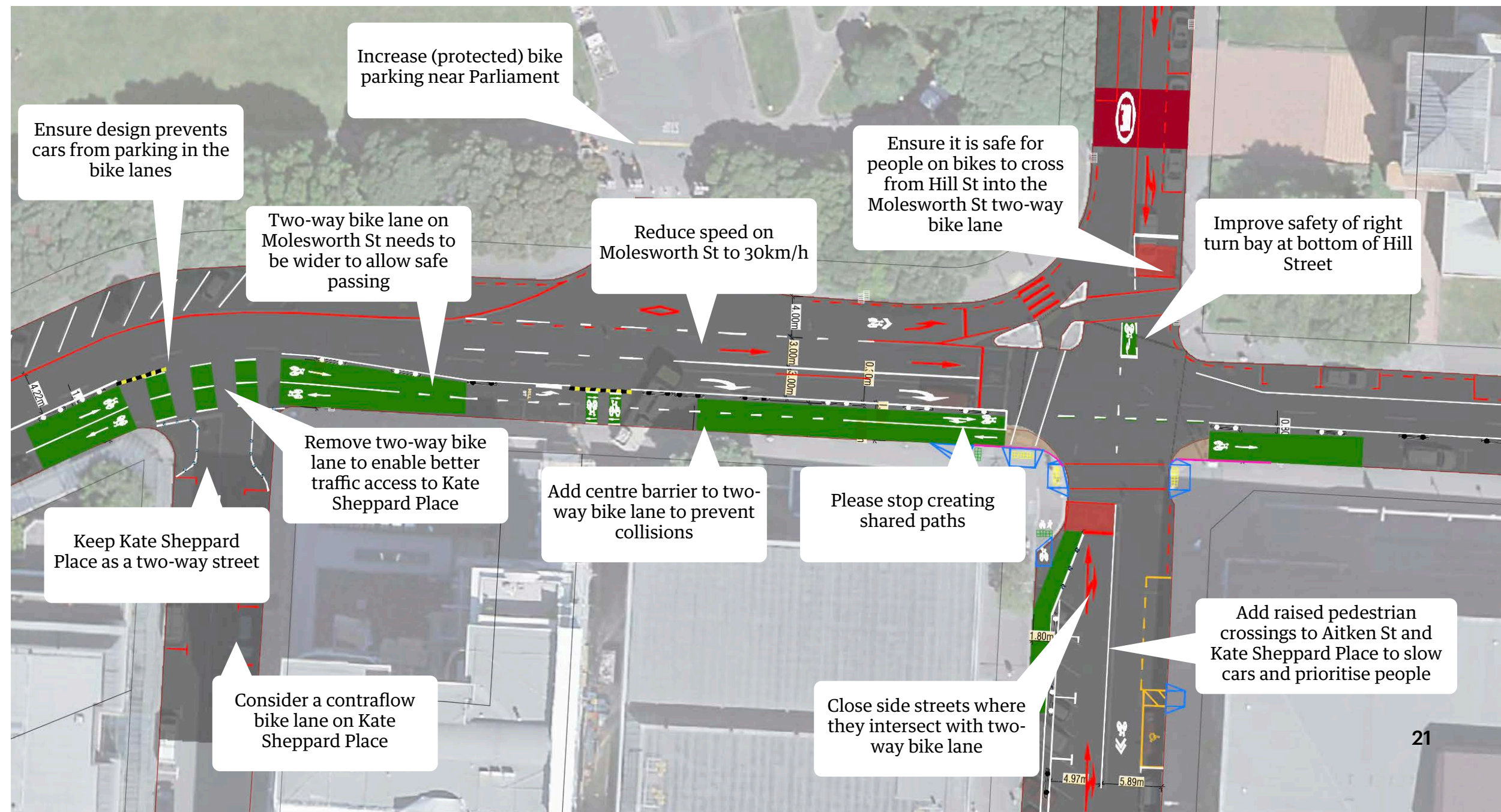
Wellington City Council

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

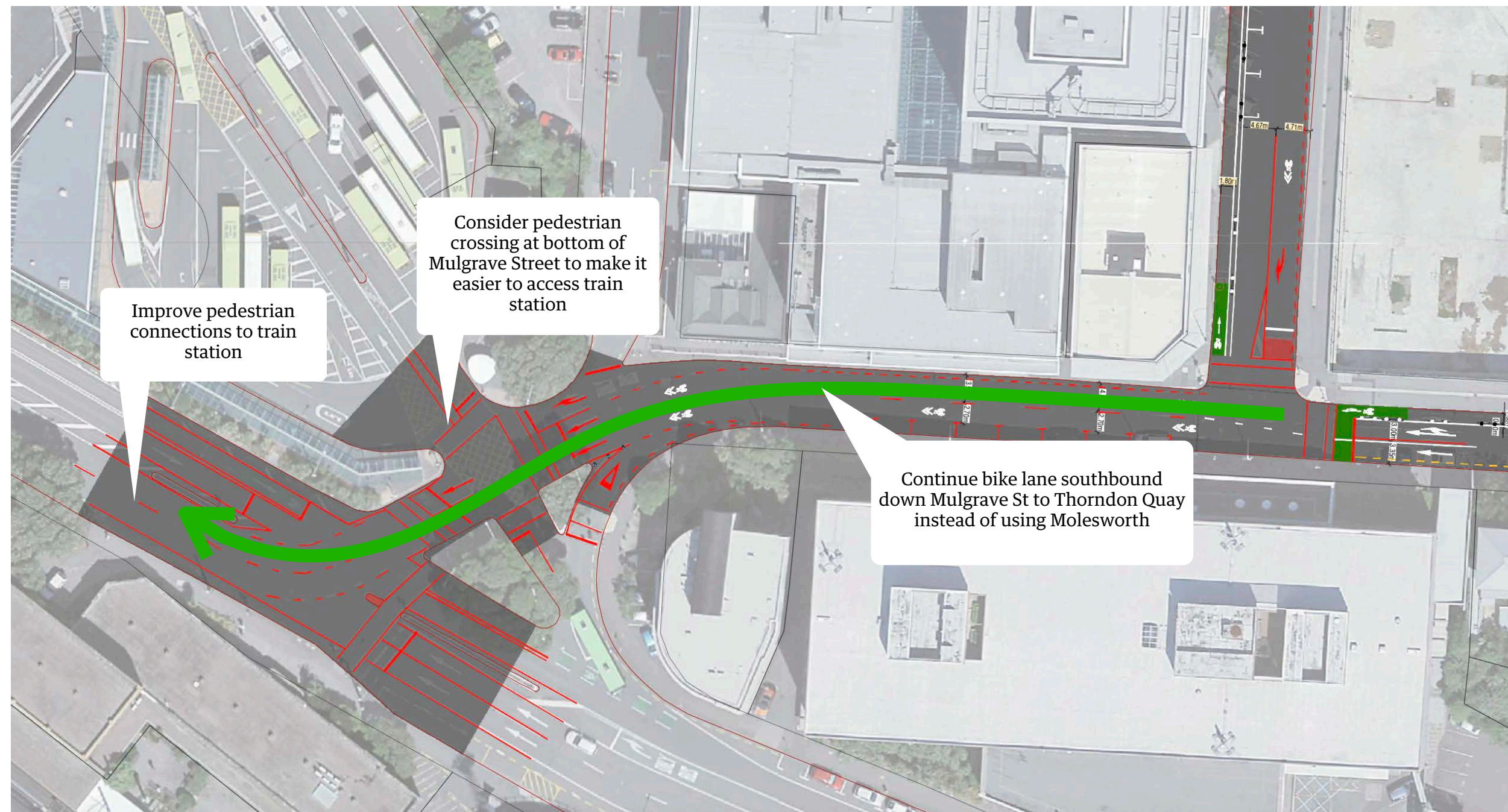


- Ensure people on bikes are prioritised with light phases at all intersections
- Enable people on bikes to cross directly from southern end of Bunny St to the train station
- Consider making Bunny Street fully pedestrianised
- Consider changing angled parking so that you 'reverse in'
- Add bike lane 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



Location feedback: Aitken St and south



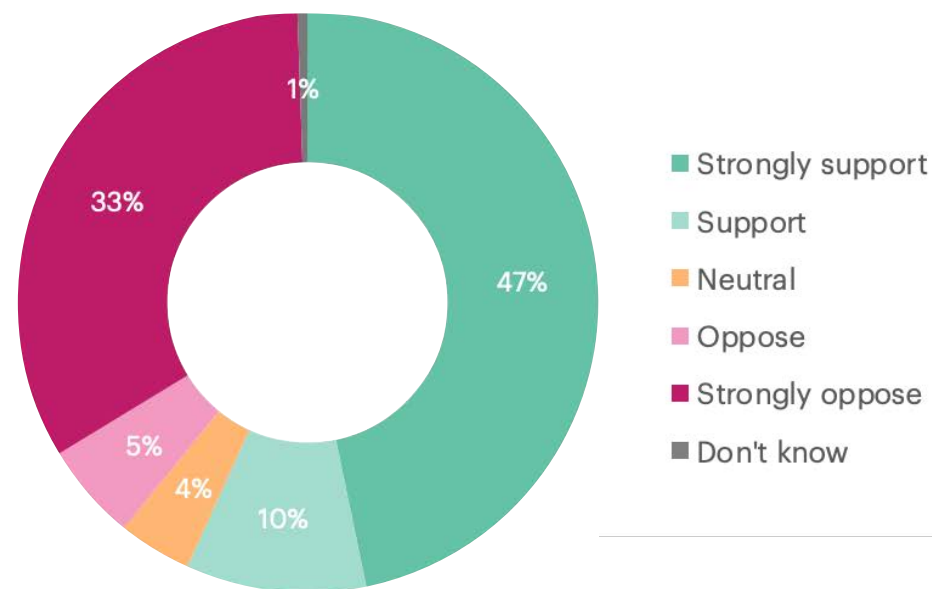
Detailed feedback: North of Aitken Street



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.

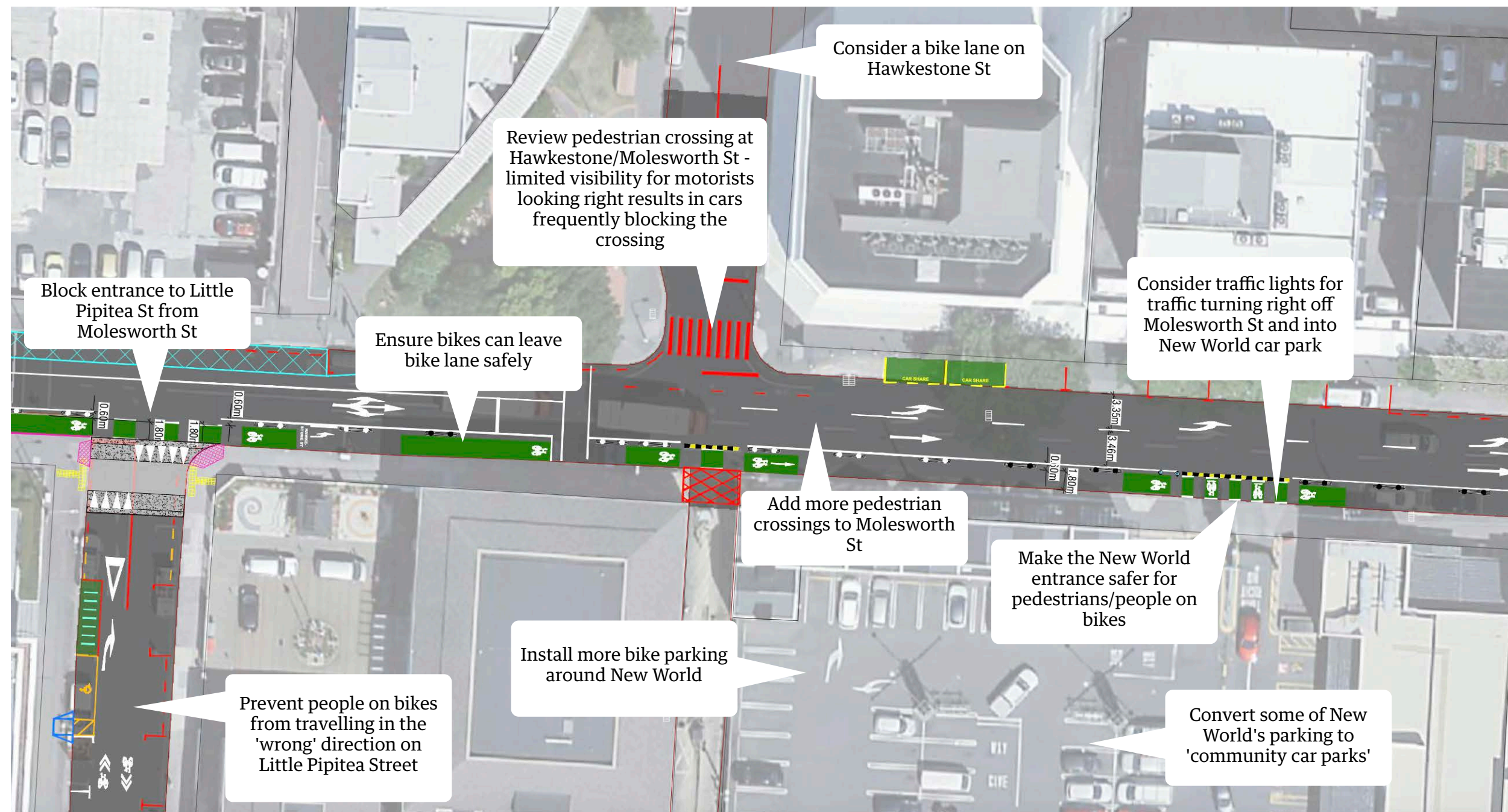
Wellington City Council

Detailed feedback: North of Aitken Street



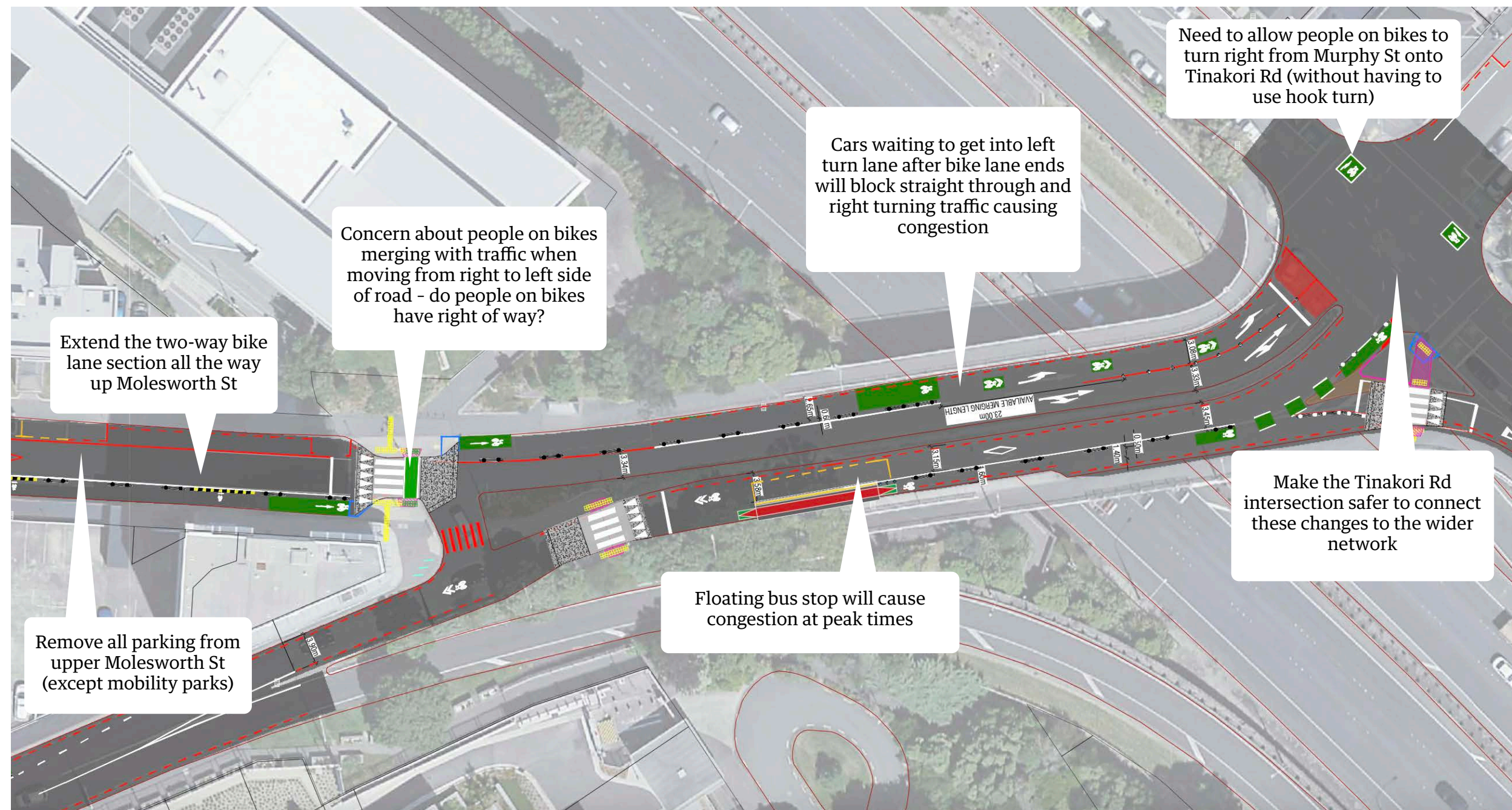
- Ensure New World exit/entry is safe for people on bikes
- Do not remove bus stops
- Do not include three diplomatic car parks
- Put Molesworth St cycleway on other side of road to avoid New World entry/exit
- Retain the right turn from Molesworth St around to Murphy St
- Extend the two-way cycleway 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

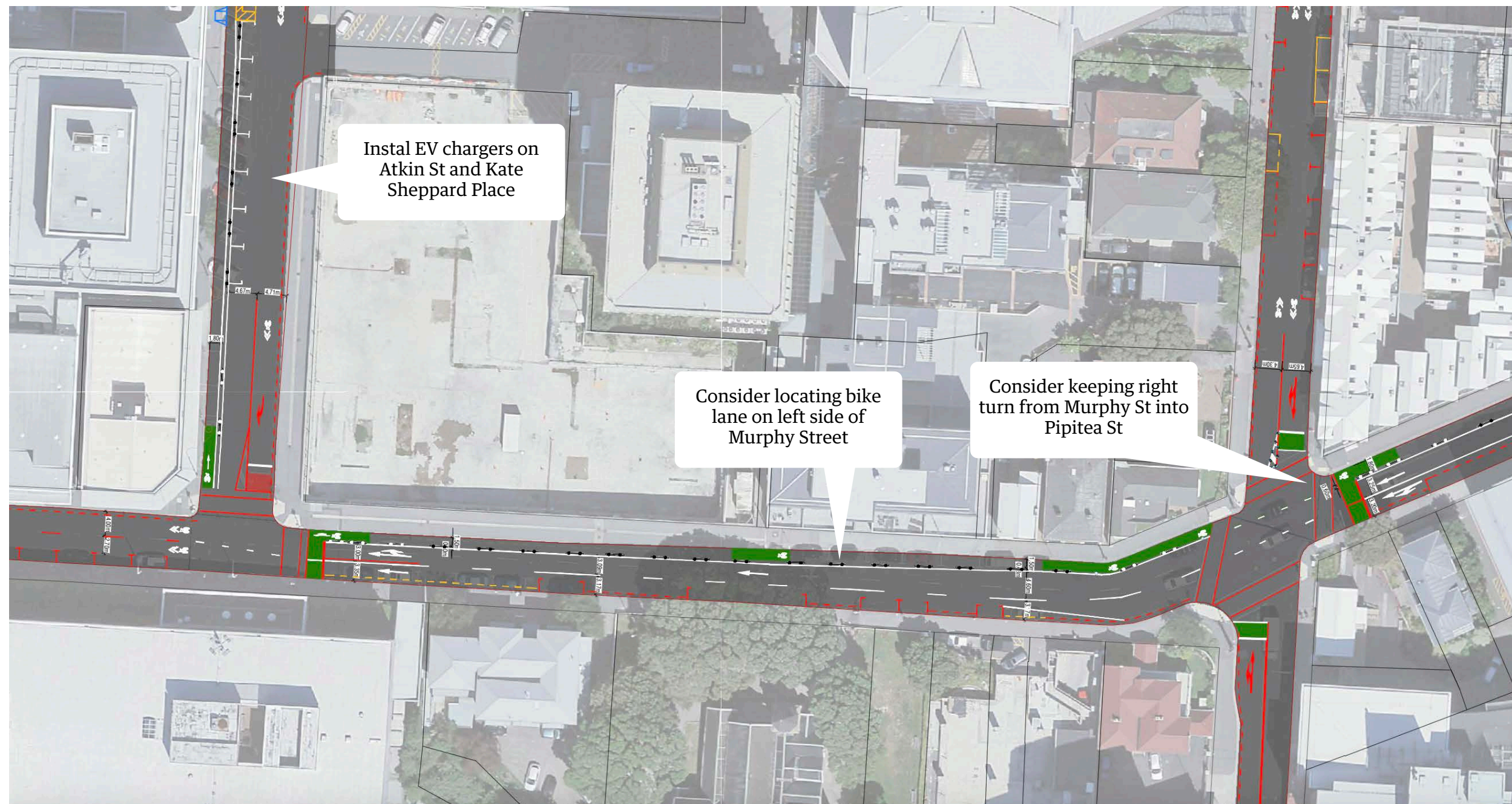


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Location feedback: North of Aitken Street



Location feedback: North of Aitken Street



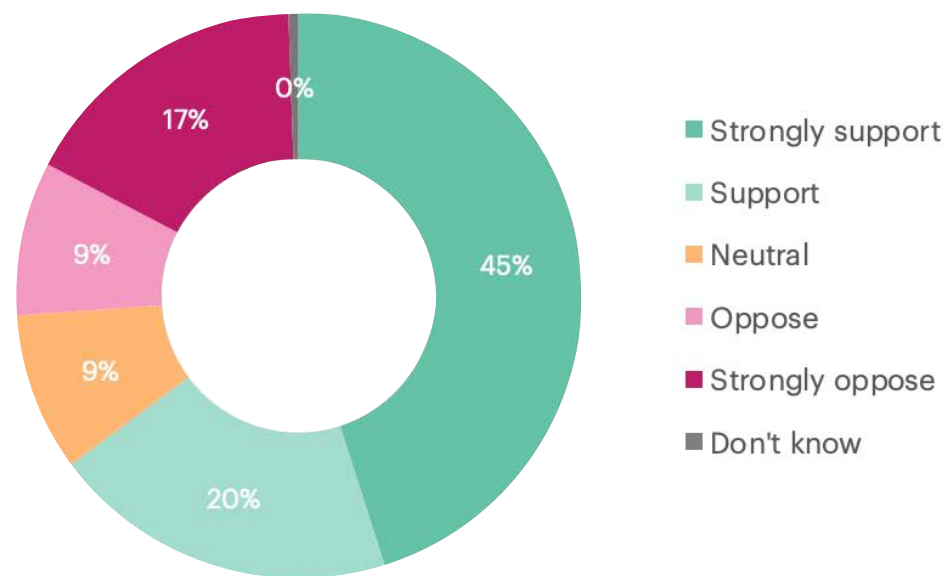
Detailed feedback: Tinakori Road and Hill Street



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.

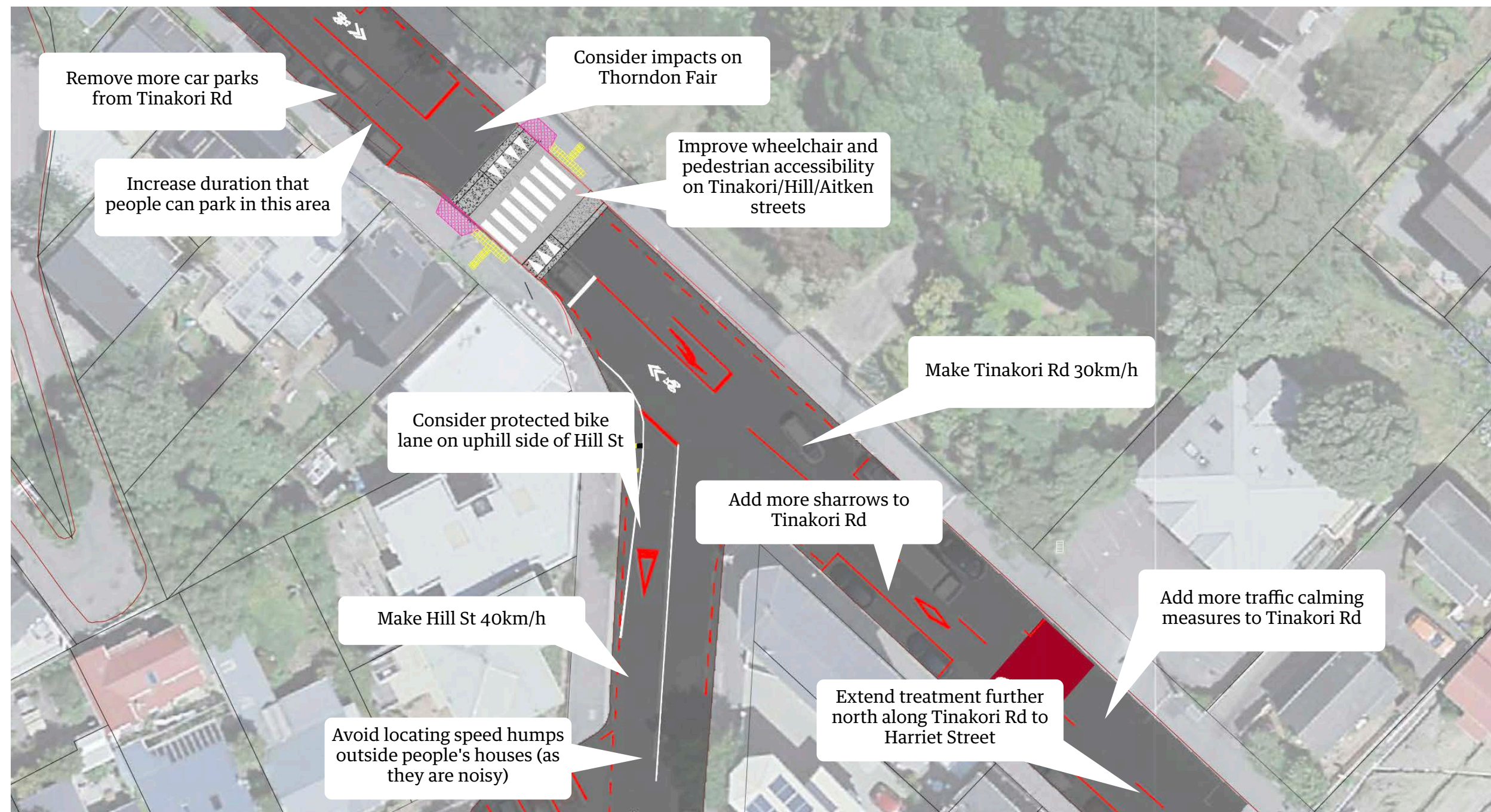
Removing previous parking places is detrimental for people with disabilities and the elderly, and fails to take into account that many places in this precinct are visitor attractions (like Parliament, the Cathedral, the Botanic Gardens & the historic Bolton Street Cemetery) where families need parking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

Detailed feedback: Tinakori Road and Hill Street

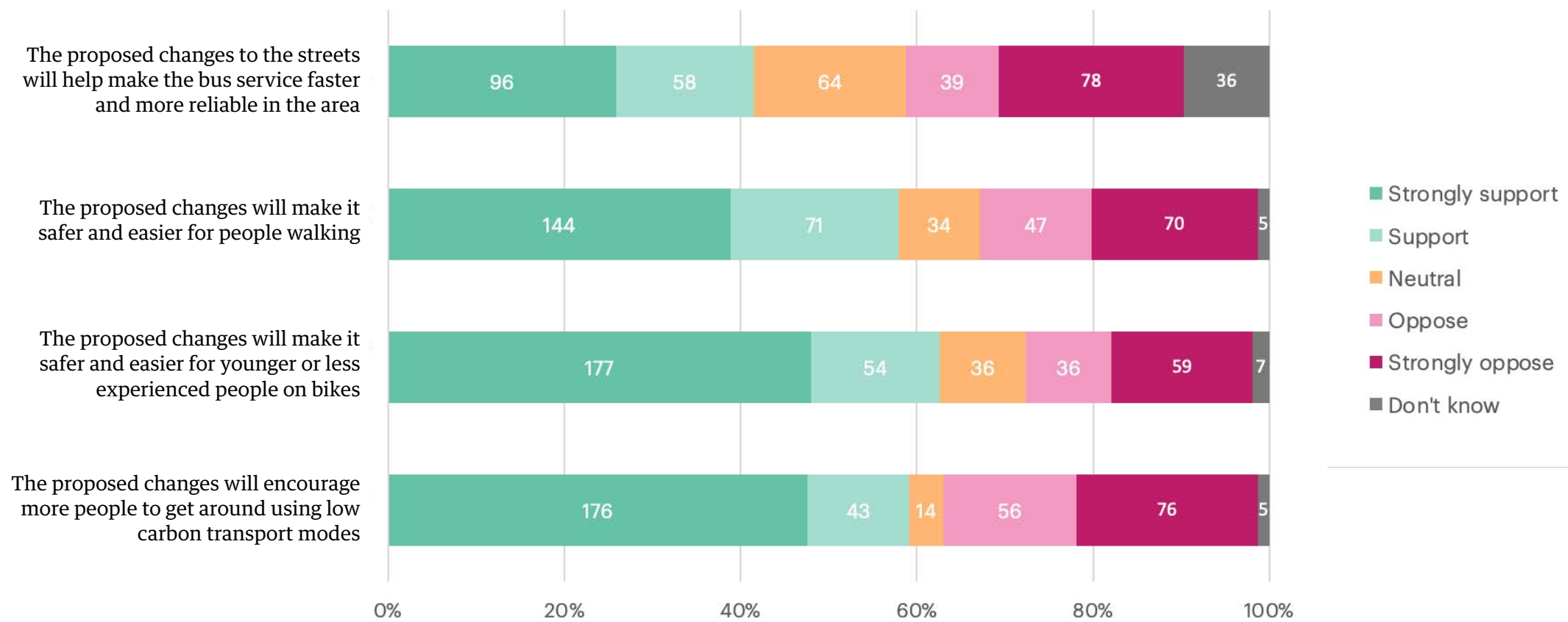


- Add a connection between Hill St to Bowen St
- Remove speed humps
- Educate people on what sharrows mean
- Make Hill St 40km/h
- Consider impacts on Thorndon Fair
- Raise the pedestrian crossing near the Tinakori/Hawkstone intersection
- Improve wheelchair and pedestrian accessibility on Tinakori/Hill/Aitken 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



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

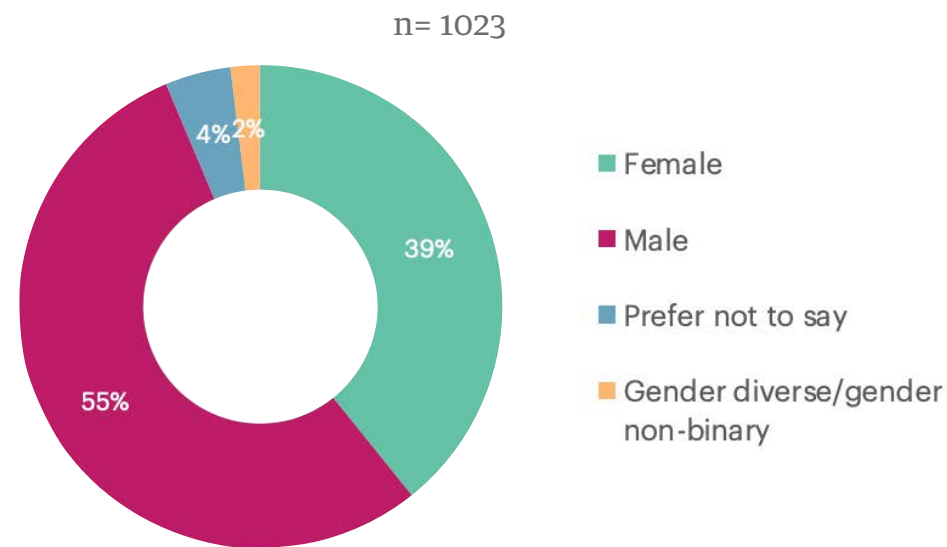
- Ensure New World exit/entry is safe for people on bikes
- Continue the cyclelane down Mulgrave and across bus terminal (instead of two-way on Molesworth St)
- Do not remove car parks
- Do not remove bus stops
- Consider 40kp/h for the area
- Ensure enough loading zones
- Ensure cars don't park in cycleways
- 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

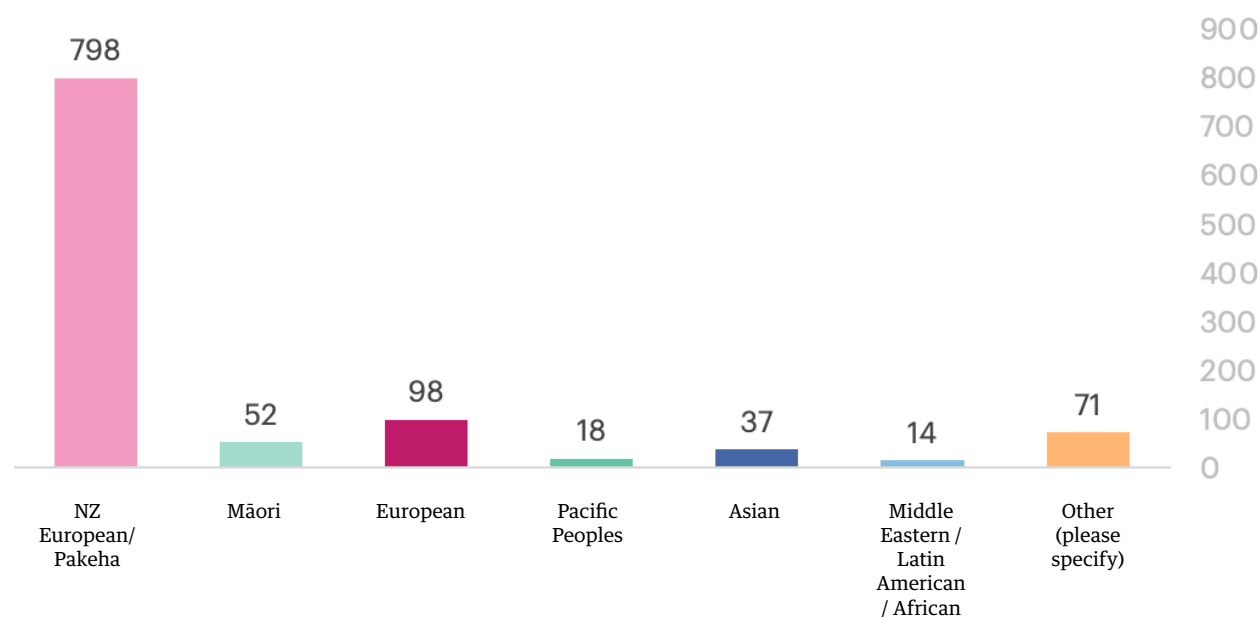
Demographics

Please choose the gender that best identifies you:



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

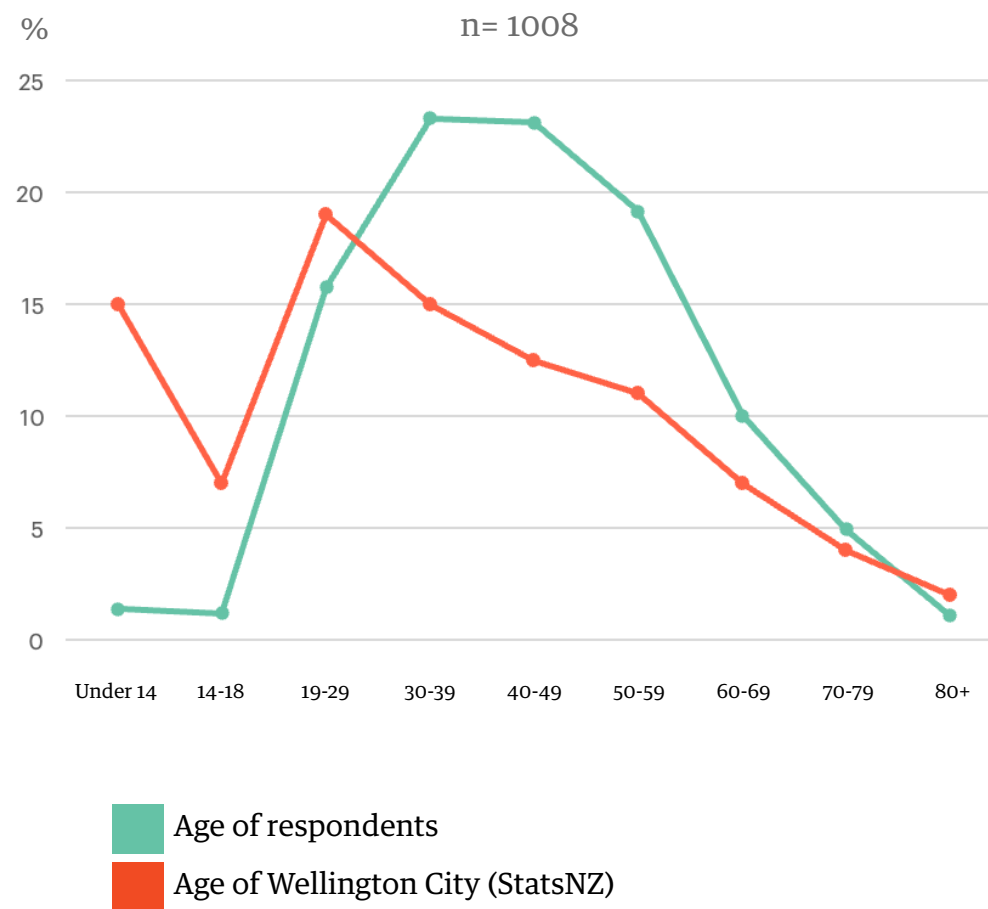
3% identified as Asian

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.

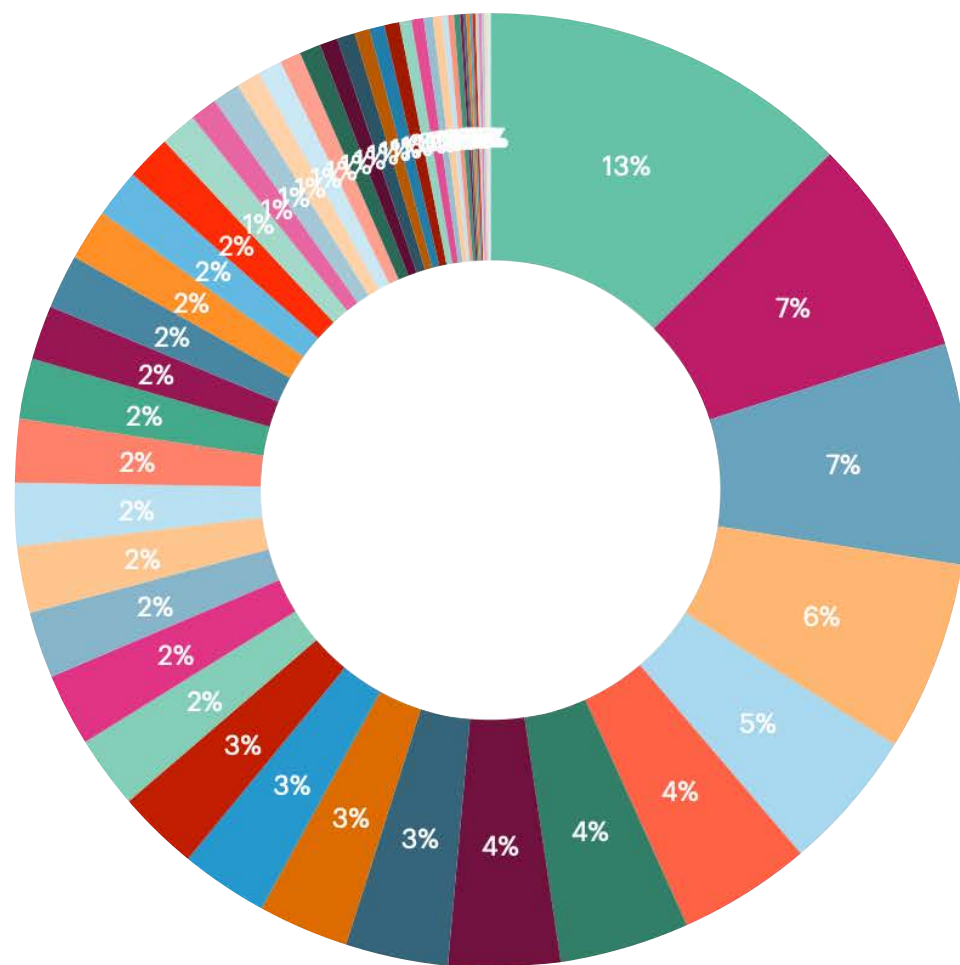
Wellington City Council

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.



123	Thorndon	24	Khandallah	9	Seatoun	3	Kingston
73	Other	22	Aro Valley	8	Churton Park	2	Kaiwharawhara
73	Karori	22	Mount Cook	8	Roseneath	2	Mornington
63	Wadestown	21	Hataitai	7	Strathmore Park	2	Broadmeadows
47	Island Bay	21	Miramar	7	Melrose	1	Ngaauranga
44	Northland	20	Lyal Bay	6	Houghton Bay	1	Karaka Bays
43	Newtown	18	Kelburn	6	Pipitea	1	Breaker Bay
37	Ngaio	18	Berhampore	5	Oriental Bay	1	Makara
34	Brooklyn	17	Newlands	5	Southgate	1	Glenside
30	Kilbirnie	16	Johnsonville	5	Wellington Central	1	Woodridge
29	Te Aro	15	Tawa	4	Owhiro Bay	1	Grenada North
27	Wilton	12	Vogeltown	4	Rongotai	1	Happy Valley
24	Mount Victoria	9	Crofton Downs	3	Maupuia	1	Highbury
						1	Horokiwi

Organisations and schools we heard from

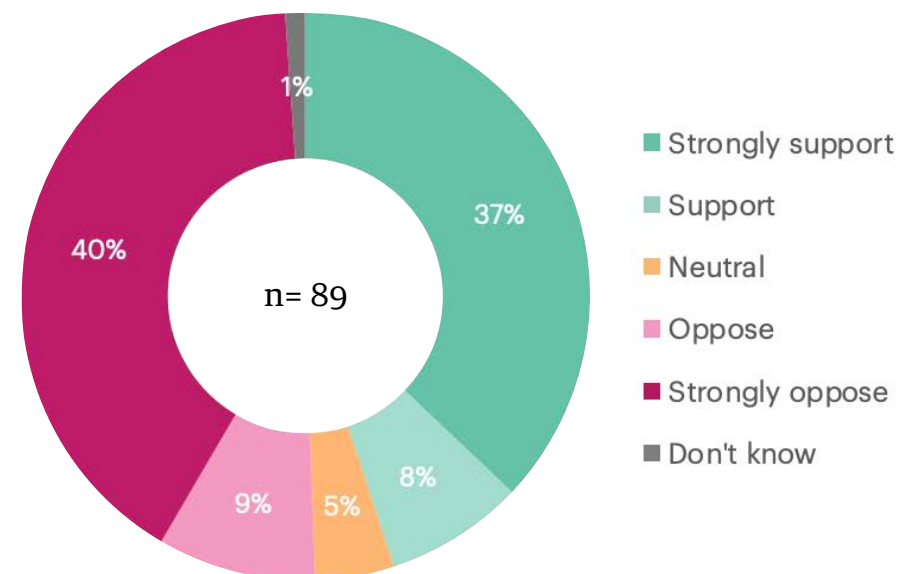
Note: the demographics information in this section is based on responses via the WCC form. Information about submissions via the Thorndon Community Group form is included in the appendix.

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.

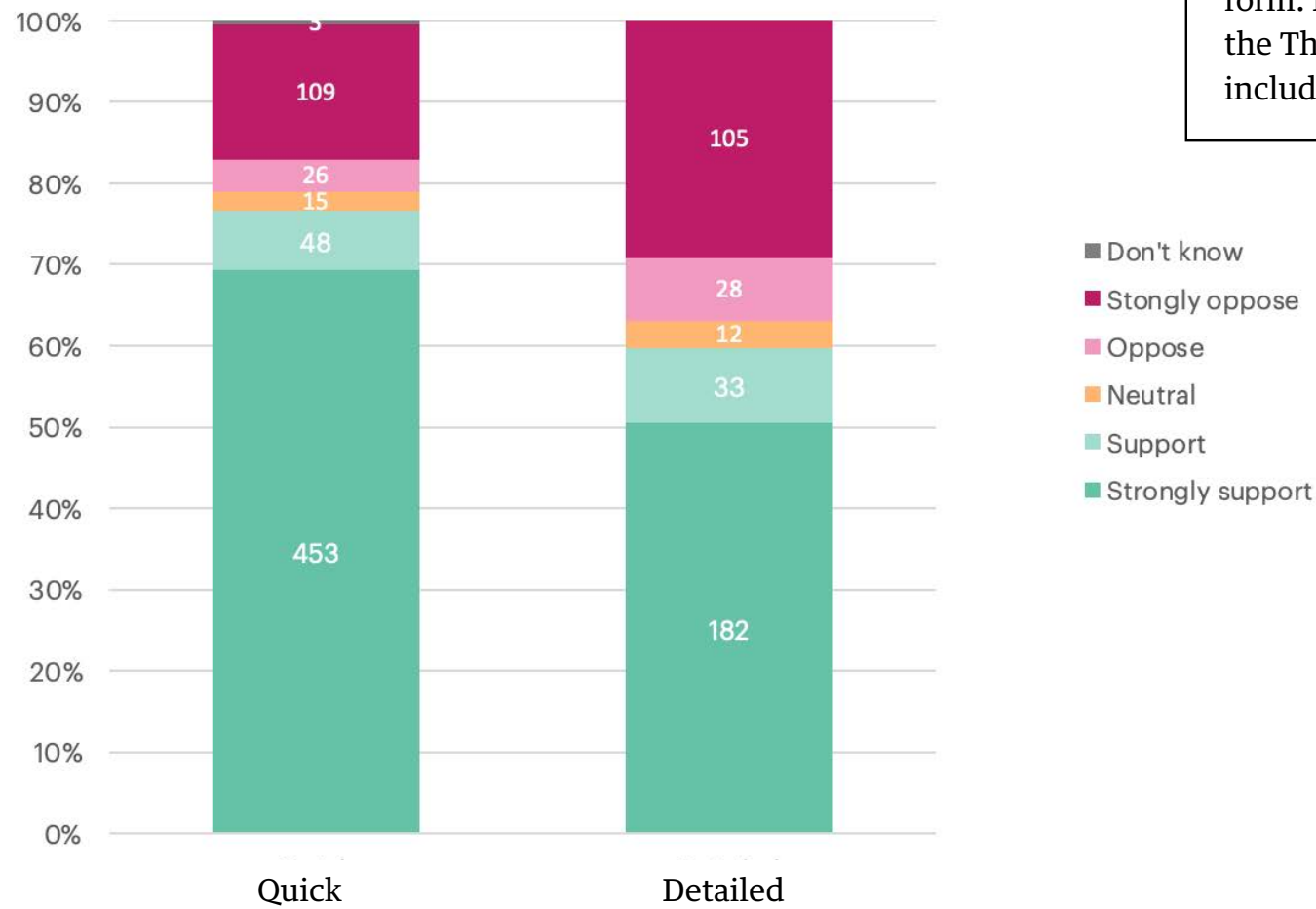


89 respondents

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.

Wellington City Council

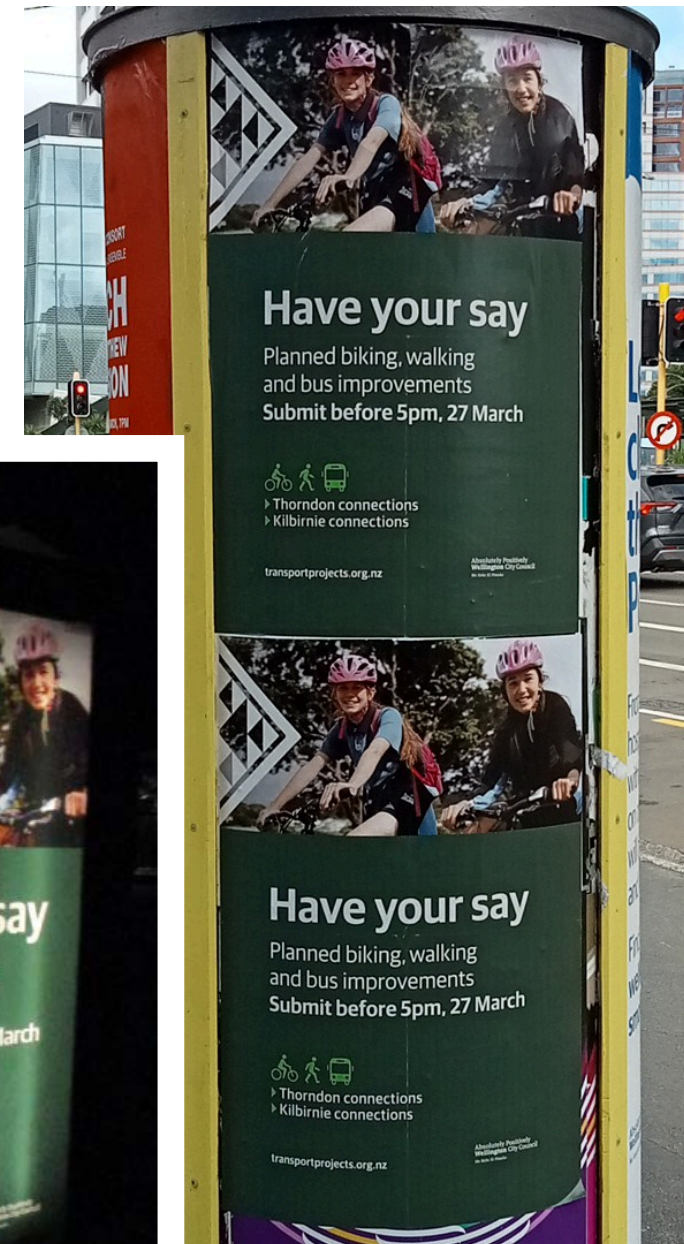
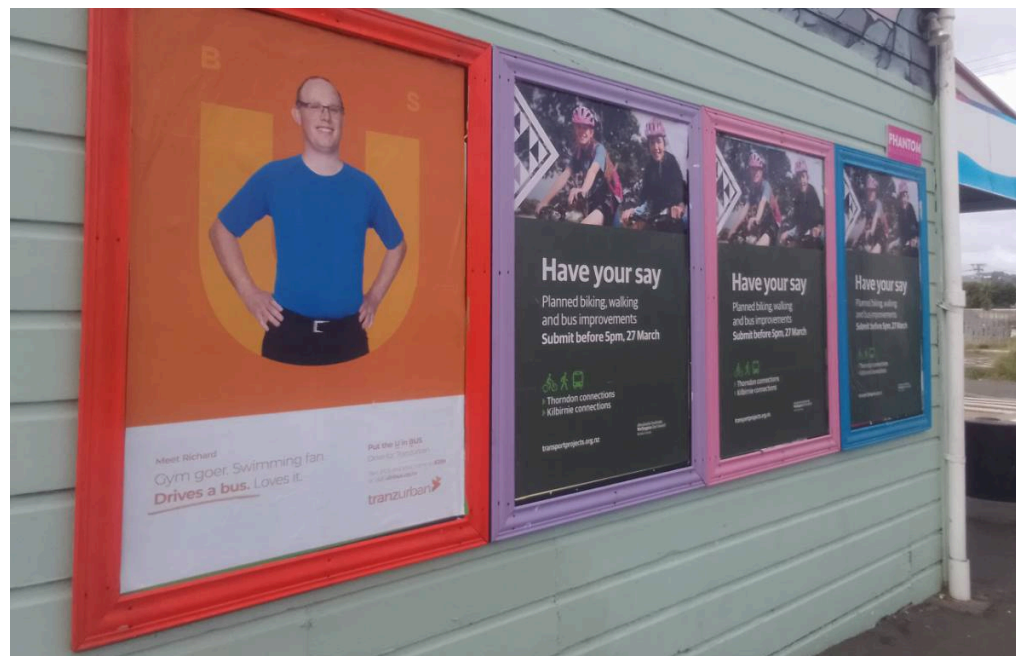
Community drop-ins, events and school engagement



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

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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).

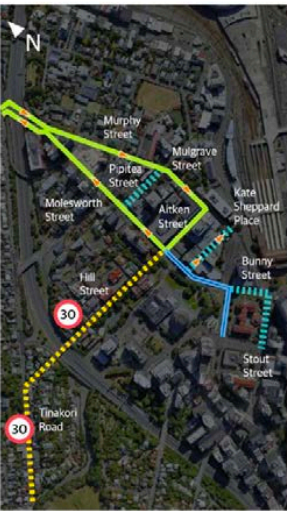
But the Council website omits these key facts:

- 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

Information on the Thorndon Cycleway Network March 2023

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Council plans include:

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- 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.
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- '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.


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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.



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)

Wellington City Council

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

52

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

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

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General Comment:

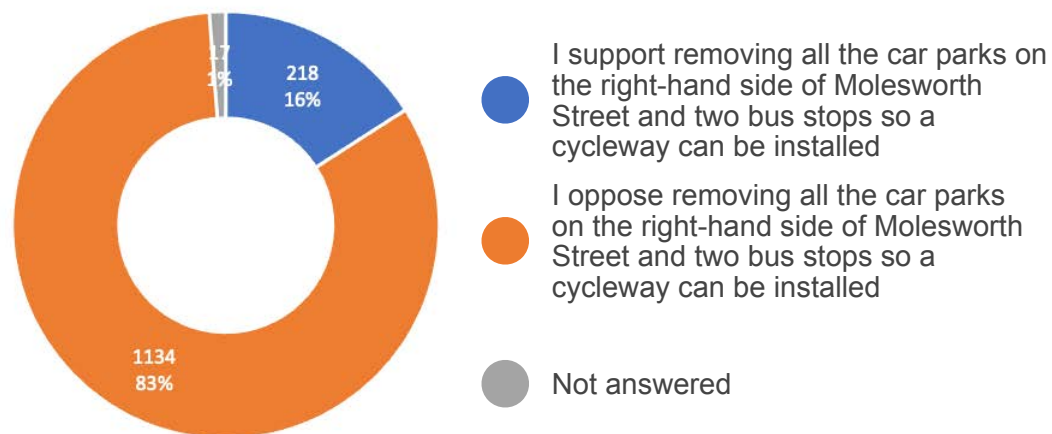
(Page 1 of 2)

Considerations about the questions

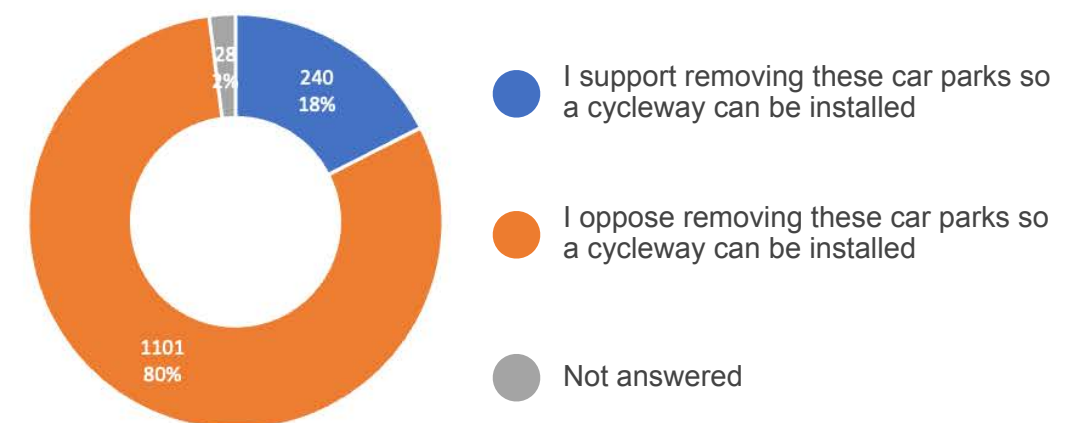
- Submitters were limited (by comparison to the WCC form) to support or oppose; there was no scale of response, opportunity to present a neutral stance, or answer ‘don’t know’ if submitters didn’t feel like they had enough information.
- The questions put car parking in opposition to a cycleway, and 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

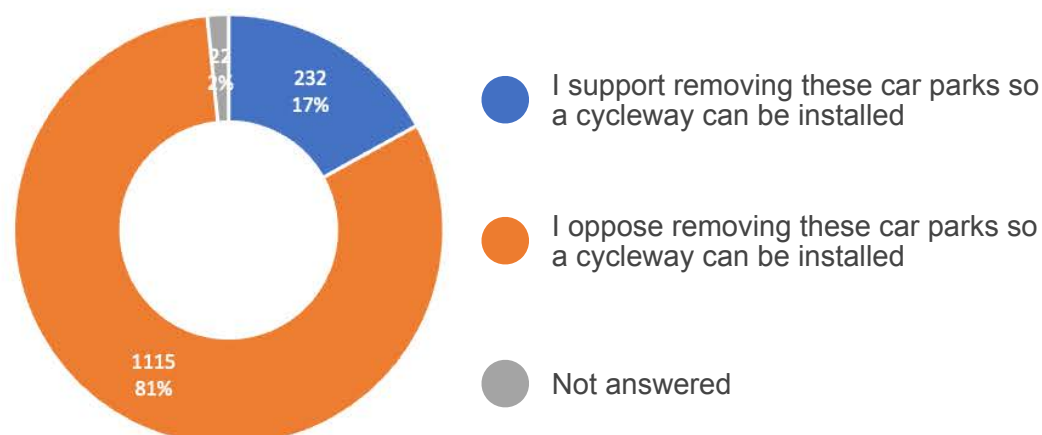
What do you think of the proposal to remove two bus stops and all the car parks on the right-hand side of Molesworth Street so a cycleway can be installed?



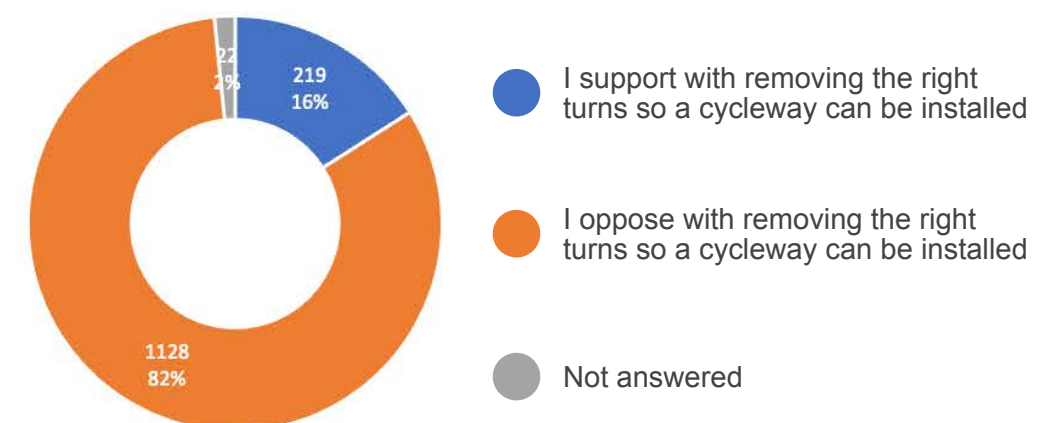
What do you think of the proposal to remove car parks and change angled parking to parallel parking on Aitken Street so a cycleway can be installed?



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

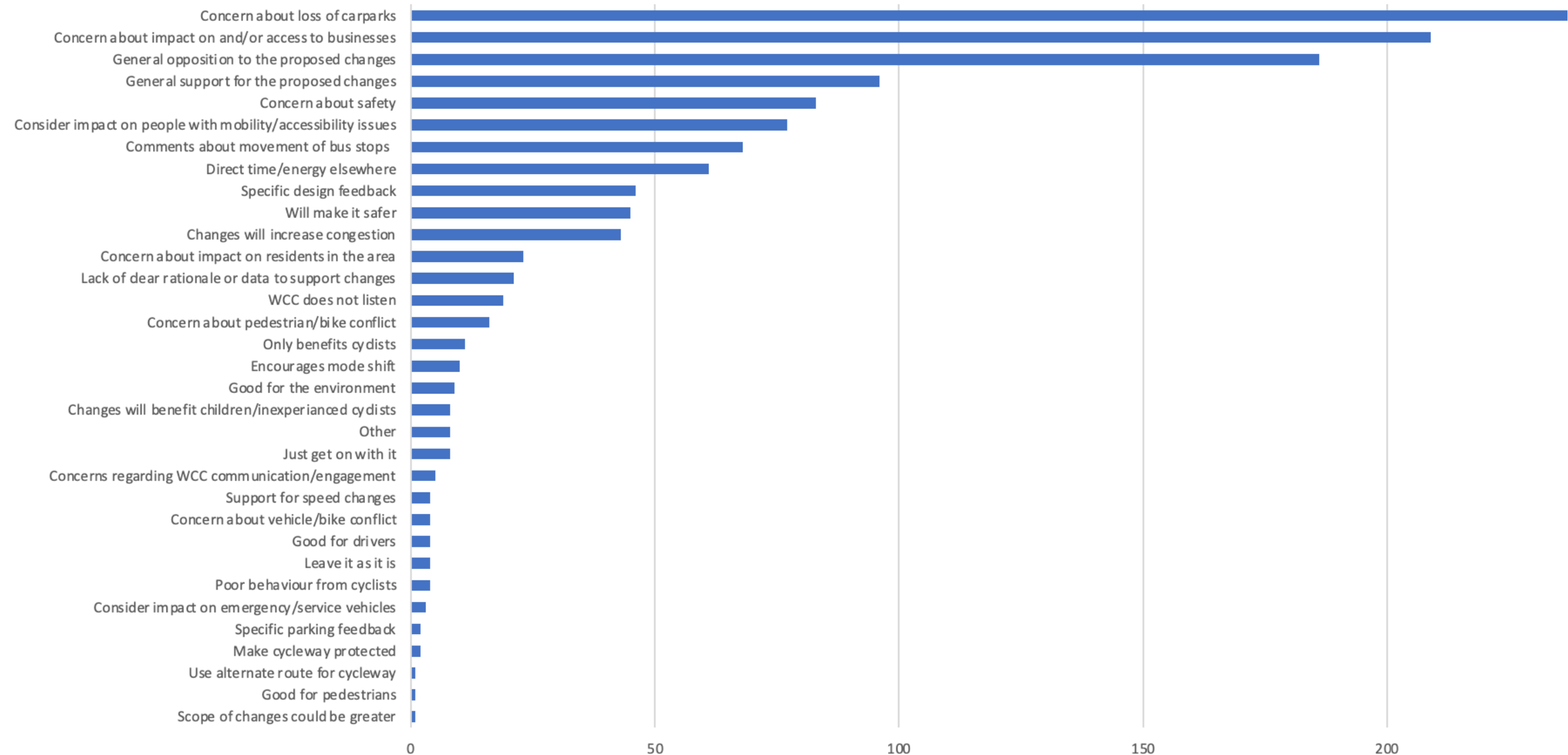


What do you think of the proposal to remove the right turns from Murphy Street into Pipitea Street and from Kate Sheppard Place into Molesworth Street so a cycleway can be installed?



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.



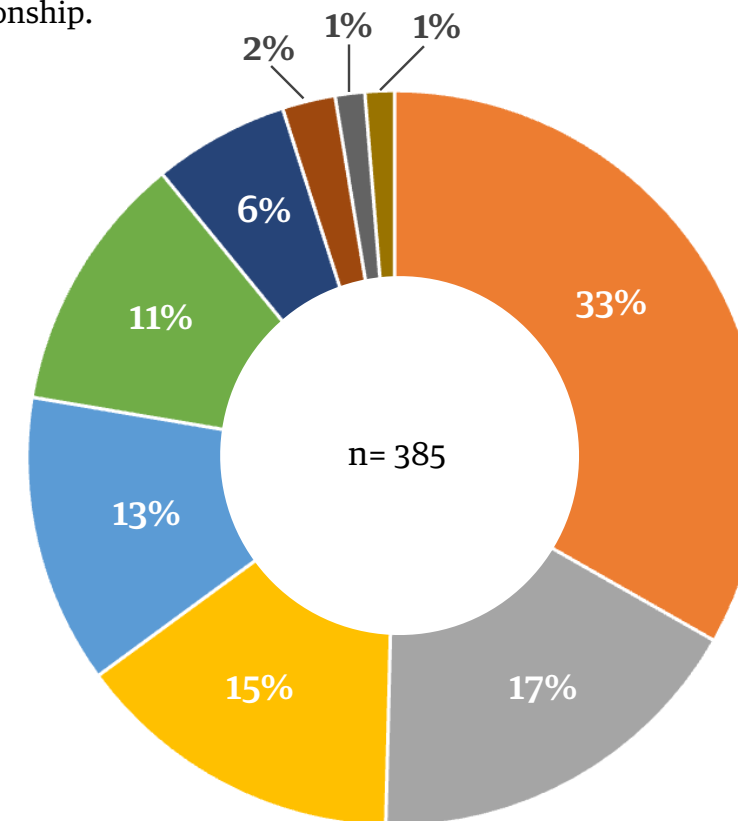
Thorndon Community Group Relationships

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

Officer responses to community feedback

Thorndon connections – general themes and detailed design feedback

GENERAL THEMES

Number	Feedback themes	Response
1	General support for the proposed changes	No response required
2	Will make it safer Concern about loss of carparks	No response required The parking removal in this project aligns with the principles and priorities of road space allocation set out in the Parking Policy in 2020. As a key transport route, space has been prioritised for the safe and efficient movement of people and goods. Effort has been made to prioritise short-stay and mobility parking on side streets, and the remaining parking on the affected streets. Based on feedback, officers are recommending changes to the design that will retain an additional 20 car parks along the route, so around 390 on-street car parks of various types will remain in and around the street changes. More than 10 privately operated off-road parking facilities are within 5-10 minutes' walk of the area and several key destinations have off-street parking for customers, such as Thorndon Pool and New World.
3		
4	Encourages mode shift General opposition to the proposed changes	No response required Wellington is growing and more people in the area will be needing to access the city in the future. To support this growth, improve safety and reduce the city's emissions, we need to change the way we live and move and provide more transport options. The Council is working on a number of other priorities at the same time as developing these transport improvements.
5	Scope of changes could be greater	This project is part of a rapid roll-out of the bike network and focuses on interim improvements that can be delivered quickly. If approved, the project will open for another round of feedback following installation, and further changes may be considered at that point.
6	Lack of clear rationale or data to support changes	Paneke Pōneke, the Wellington bike network plan was approved in 2022 and confirmed the streets that are part of a connected network. The plan acknowledges that the low levels of cycling in Wellington at the moment relates to the lack of a safe, connected network. The transitional programme is delivering sections of the network as quickly as possible so that more people have the option of making some trips by bike. Project designs are developed using a range of data sources, including traffic counts, crash data, baseline survey responses and in some instances, traffic modelling. Once installed, additional data will be collected to understand the impacts of the changes and inform future design decisions.
7		
8	Support for speed changes	No response required
9	Concern about impact on and/or access to businesses Changes will increase congestion	Officers have been in discussions with businesses in the area and have incorporated feedback into the design to mitigate the impact as much as possible. The objective of the project is to make it safer and easier to use low carbon modes of transport, to support a city-wide mode shift away from private vehicles into more space efficient modes. While some elements of the project such as in-lane bus stops or reducing vehicle lanes in some areas may result in some initial delays to vehicles, the overall aim of the project is to provide higher quality transport options. Without providing these options, the additional urban development under way in Wellington will result in more and more vehicle traffic and grind the transport network to a halt.
10	Comments about changes to bus stops	The proposed changes to bus stops were developed alongside Greater Wellington Regional Council, based on best practice guidance for bus stop spacing and design. Based on feedback, officers are recommending the bus stop outside the Wellington Cathedral of St Paul on Molesworth Street be retained.
11	Concern about safety	The projects have been designed to improve safety for all users. Road safety and accessibility audits have been undertaken for the proposed changes and the audits have been reviewed by a Council traffic safety engineer. Following the installation of the project there will be an opportunity to address any further safety issues that may arise.
12		
13	Good for pedestrians Make cycleway protected	No response required Separated bike lanes have been proposed on streets with higher volumes and higher speeds. Given the lower traffic volumes on Hill Street, and the existing 30km/h zone in Tinakori village, a slower, shared approach is proposed on these streets.
14	Concern about vehicle/bike conflict	The proposed changes will reduce the conflict between vehicles and bikes compared with the existing situation. Separated bike lanes are proposed on Molesworth Street and Mulgrave/Murphy streets, where vehicle volumes and speeds are higher to reduce vehicle/bike conflict. On other streets, slower speeds and traffic calming are proposed to reduce the conflict.
15	Consider impact on people with mobility/accessibility issues	The project has undergone two road safety/accessibility audits, and the project team has worked with disability groups through the design process to identify opportunities to improve accessibility. As a result, three additional mobility parks will be provided as part of this project. Improved access for disabled pedestrians will also result from upgrading pedestrian crossings and slowing traffic on Hill Street and Tinakori Road. Disabled people who cycle or ride scooters will benefit from the new separated bike lanes.
16		
17	Changes will benefit children/inexperienced cyclists	No response required
18	Good for the community	No response required

19	Only benefits cyclists	The proposed changes include improvements for bus users, pedestrians and people who cycle. New car share spaces also benefit businesses and residents in the area, new school drop-off parks benefit the local school community, and additional diplomatic parks benefit the significant diplomatic community in this area.
20	Improve public transport	Bus services are managed by Greater Wellington Regional Council who are working to improve network reliability. Street changes that provide greater bus priority, such as in-lane bus stops, bus priority lanes and better bus stop spacing, support bus network reliability and are included in transitional projects where possible. In Thorndon, a new in-lane bus stop and better bus stop spacing has been included.
21	Good for the environment	No response required
22	Criticism of WCC survey and/or communications	Project communications include the purpose of the project, including how the proposed street changes contribute to the city's mode-shift goals, and help prepare for the future so that more people can get around without the network grinding to a halt. Wellington City Council's support for a bike network was confirmed by the Council in March 2022 when it approved Paneke Pōneke, the Wellington bike network plan. Communications relating to transitional projects make reference to that plan.
23	Leave it as it is	Wellington is growing and more people in the area will be needing to access the city in the future. To support this growth, improve safety and reduce the city's emissions, we need to change the way we live and move and provide more transport options so Council is committed to delivering the approved Bike Network Plan. The Council is working on a number of other priorities at the same time as developing these transport improvements.
24	Concern about pedestrian/bike conflict	Separated bike lanes have been proposed on the key routes to provide a safe space on the street for people on bikes, reducing the desire for people to use the footpath. For this reason, the proposed designs are likely to reduce the conflict between pedestrians and people on bikes.
25	Use alternate route for cycleway	Paneke Pōneke, the Wellington bike network plan confirmed the streets where the bike network will be located in March 2022. The routes were developed to create a direct, connected bike network that would maximise uptake.
26	More enforcement needed	Physical separation is used for bike lanes as much as possible to restrict vehicles from entering them. If approved, the installation will be monitored after installation and if required, enforcement will be increased to address any issues that arise.
27	Focus on other things	Wellington is growing, and more people will be living in apartments or townhouses – in suburban areas on main transport routes as well as the central city. To support this growth, we're changing to a more sustainable transport system that will reduce harmful emissions, and give new residents better options for how they can get around. The Council is working on a number of other priorities at the same time as developing these transport improvements.
28	Will connect the city	No response required
29	Concern about impact on residents in the area	No resident parking has been impacted by these proposed street changes. A new car share space has been included in the design, which will make it easier for residents to consider car sharing as an option.

DETAILED DESIGN FEEDBACK

Number	Specific design feedback	Responses
30	Ensure New World exit/entry is safe for cyclists	We recognise this is an area of concern and a busy driveway, and are proposing to install a range of measures to improve safety and slow down the vehicle movements in and out of the New World car park. This will include green road marking treatment over the driveways to raise visibility of the bike lane. We will also install speed humps to slow down vehicles entering and exiting the driveways. We will continue to monitor the driveway conflict and investigate further safety measures if required.
31	Continue the cycle lane down Mulgrave Street and across the bus terminal (instead of two-way on Molesworth Street)	We have heard this feedback from a range of different users and are therefore looking to make an amendment to the design. We are proposing, as suggested, to continue the bike lane one way straight down Mulgrave street and connect onto Thorndon Quay. This would no longer require the proposed connection along Aitken Street and the two way section on Molesworth Street. Due to the many movements of large buses within the interchange, bikes are unable to safely travel through here and will need to go along Thorndon Quay and connect back up through Bunny Street. We will continue to have Lambton Quay between Whitmore Street and Molesworth Street two way in order to connect up to the rest of Lambton Quay and the Golden Mile.
32	Consider 40km/h for the area	The city-wide speed management programme is aiming to review and reduce speeds across Wellington City in the next few years. The wider Thorndon area will be incorporated into this project to ensure a consistent approach across the city, and adequate investigation into the appropriate speed limits can be done. The process we are using to lower speeds on Hill Street and Tinakori Road is only appropriate for short sections of roads that do not have significant impacts on the wider network.
33	Ensure enough loading zones	We have talked to key businesses and stakeholders along the route to identify operational needs and requirements. We have not received any request for additional loading zone facilities however can investigate any that come through. We are not removing any loading zones as part of this project.

34	Remove two-way cycleway to enable better traffic access to Kate Sheppard Place	Based on feedback we have altered our proposal to remove the two way bike lane on Molesworth Street, allowing Kate Sheppard place to remain with an entry and exit onto Molesworth Street.
35	Concern changes to accessing 'side streets' will cause congestion	The right-hand turn restriction from Murphy Street into Pipitea Street is not expected to cause significant delays to traffic, it will just re-route drivers through Aitken Street instead.
36	Add more mobility parks	As part of this project we have installed 3 additional mobility parks around Thorndon. We are happy to investigate additional locations to ensure accessibility to the area.
37	Block entrance to Little Pipitea Street from Molesworth Street	This was not considered necessary as part of the transitional project, however could be investigated following installation and public feedback on how the changes are operating
38	Changes on Aitken Street are unnecessary	We have heard this feedback and altered our proposal to keep the angled parks on Aitken Street by continuing the one-way route down Mulgrave Street to Thorndon Quay.
39	Extend the two way cycleway section all the way up Molesworth Street	This was investigated in our optioneering phase of the project and ruled out due to a number of reasons. The first was the concerns that side streets and the New World driveway exiting out through a two-way facility would create significant safety concerns with drivers looking to their left to find a gap in the traffic having a high chance of not seeing cyclists coming fast downhill in the opposite direction creating a high risk of collision. There was also insufficient road width for a two-way facility with additional space required to ensure people on bikes travelling at speed can safely pass people riding in the opposite direction.
40	Make Pipitea Street one-way only	This was not considered necessary as part of the transitional project, however could be investigated following installation and public feedback on how the changes are operating.
41	Add more pedestrian crossings to Molesworth Street	Molesworth Street is a high-volume road therefore signalised crossings are used to ensure the safety of pedestrians crossing this street. The signalised crossing currently located near Pipitea Street is being relocated to Hawkestone Street to better align with pedestrian desire lines. There is also a signalised crossing at the Hill Street Molesworth Street intersection and a pedestrian crossing at the top of Molesworth Street near the SH1 overbridge. An additional pedestrian crossing would require significant civil works and is outside the scope of this project, but could be investigated following feedback from the public after installation as part of the permanent work in the future.
42	Ensure physical design is not dangerous to bicycles (eg no sharp corners, gutters, protrusions etc).	We ensure two safety audits are carried out during the design phase to highlight any safety issues. We then have on-site audits carried out once the route is complete to ensure that the design is as intended and no safety concerns identified. We ensure all the grates are cycle friendly along the route. If approved, following installation, if there are issues with the design, the adaptable materials mean that we can adapt quickly to resolve the issues.
43	Concern about overall design complexity	The design aims to provide a connected bike network through Thorndon to access businesses, offices, and homes in the area as well as a connection towards Wadestown. The design also provides connections to three other major projects in the area; Thorndon Quay/Hutt Road bike lanes, the proposed Golden Mile bike facilities, and the Wadestown area route proposed in the bike network plan. The Thorndon area comprises two major one-way roads with motorway on and off ramps, which designs were required to respond to, and which added some complexity.
44	Can a connection be made between Hill Street and Museum Street?	Parliament is preparing to do an upgrade of the grounds, which should increase this connectivity.
45	Ensure changes are temporary so that we can amend design as needed	The approach of the transitional programme is to use adaptable materials so we can adjust the road layout based on data and feedback following installation.
46	Increase green phase on traffic lights to let vehicles travel more efficiently	The phasing of lights along the route will be managed by signal engineers to first minimize conflict then balance traffic flows in the most strategic and efficient manner.
47	Ensure all pedestrian crossings are raised	This project is looking to raise pedestrian crossings that will ensure the bike network can operate safely. Other raised crossings are out of scope of this work but will be on the list to be prioritised alongside others in the city.
48	Do not raise pedestrian crossings	Raised crossings are proposed to act as a physical calming measure to slow down traffic speeds ensuring a safer environment for all road users. Additionally the increased elevation improves visibility of pedestrians for drivers and can improve the experience of mobility users.
49	Make cycle lane bollards metal to ensure vehicles do not enter lane	The light-weight hit sticks serve to provide separation between people on bikes and cars but still can be easily removed to adjust the road layout and design. Bollards used in the road carriageway need to comply with national standards, and be frangible (able to break into fragments) if they are hit by vehicles so metal bollards cannot be used.
50	Make the traffic signals change more frequently to get through cycles faster	The phasing of lights along the route will be managed by signal engineers to first minimize conflict then balance traffic flows in the most strategic and efficient manner.
51	Reduce vehicle speeds rather than build cycleways	The city-wide speed management programme is aiming to review and reduce speeds across Wellington City in the next few years. However separated bike lanes are required on arterial streets like Molesworth and Murphy/Mulgrave Street due to the volumes of traffic and the road environment.
52	Ensure all pedestrian crossings are visible to motorists	Raising pedestrian crossings increases the visibility of people crossing. Lighting will also be upgraded where required.
53	Connect cycleways to waterfront	The proposed route provides options to reach the Waterfront via Bunny Street.
54	Make the New World entrance safer for pedestrians	The addition of a bike lane will improve the protection of pedestrians by slowing vehicles crossing the lane and the footpath.

55	Sharrows are ineffective	The transitional programme prioritises separated bike lanes where possible on main roads. In some locations, sharrows are used for varying reasons including constrained topography, gradients and on lower volume/lower speed streets. The transitional programme aims to deliver a connected bike network as quickly as possible using a 'quick-build' approach and will use public feedback and data to inform more permanent changes in the future. This may include road widening or kerb extensions.
56	Consider impact of other construction projects in the area	Council officers on this project have engaged with our network operations team and some of the large construction companies to coordinate the project around the developments in the area. While there will be disruption from the various works, installation will be phased to minimise overlap.
57	Add a bike 'fix it' stand to the area	We will investigate a location for an additional 'fix it' stand in the area.
58	People on e-bikes should not travel 'through' bus stops	E-bikes are legally allowed to travel in the same parts of the road as non e-bikes. However, the proposed design has taken steps to remove the conflict between bus passengers and cyclists by routing the bike lanes on the right-hand-side of the road.
59	Concern about congestion caused by raised bus stops (as experienced at Tinakori Road/Bowen Street intersection)	The design has been amended to merge cyclists into traffic before bus stop 4114 to avoid requiring an in-lane bus stop.
60	Do not include three diplomatic car parks	There are a large number of embassies in the area that we are trying to cater for. However, in response to the concerns around parking, the number of new diplomatic parking spaces is decreased to two.
61	Put Molesworth Street cycleway on other side of road to avoid New World entry/exit	The rationale for the right-hand-side of the road was based on the analysis of conflicting movements occurring on the left. These included the motorway on and off ramps, and the high speeds due to the angle of the ramps and volumes of traffic, creating a high safety risk that would require significant civil work to make safe. We recognise the right side of the road also has conflicting movements with people concerned mainly about the New World car park, however this is less of a safety risk with the angle of the driveway resulting in slower vehicle speeds making this movement, and also lower volumes. The left-hand-side of the road also has multiple bus stops, a construction loading zone for a new development at 61 Molesworth Street and indented parking for visitors to the area.
62	Retain the right turn from Molesworth Street around to Murphy Street	Vehicles will still be able to turn right into Murphy Street from Molesworth Street near the SH1 motorway overbridge.
63	Concern changes will cause congestion and make school drop offs harder	We have carried out modelling on Molesworth Street to investigate the impacts on traffic as a result in the reduction of two lanes down to one lane. The modelling indicates it is not expected to cause any significant impacts, and the level of service along this corridor will remain high. We will be gathering travel-time data, and monitoring the impacts of the changes. We have identified additional sites for school pick-up and drop-off parking along the route, and these are included in the proposed design.
64	Reduce all speeds in this area to 30km/h	The wider speed limit programme is aiming to review and reduce speeds across Wellington City in the next few years. The wider Thorndon area will be incorporated into this project to ensure a consistent approach across the city and adequate investigation into the appropriate speed limits can be done.
65	Use shared bus/bike lanes instead of dedicated cycleways	We are aiming to provide safe infrastructure to encourage mode shift. Many people including children do not feel confident in taking the lane and sharing with large buses therefore we are aiming to ensure there are separated bike lanes where possible. There are also no bus lanes proposed as part of this project.
66	Add more pedestrian crossings to Molesworth Street	The current pedestrian crossing at Pipitea Street is being moved up to Hawkestone Street. This will provide better access to the New World and Molesworth shops in that area.
67	Remove all parking from upper Molesworth Street (except mobility parks)	There is sufficient space for parking on the left-hand-side of Molesworth Street with the current proposal without conflicting with the bike lanes. The designs include three additional mobility parks.
68	Prevent cyclists from travelling in the 'wrong' direction on Little Pipitea Street	This was not considered necessary as part of the transitional project, however could be investigated following installation and public feedback on how the changes are operating
69	Enable traffic to turn right into Aitken Street from Mulgrave Street	Vehicles will still be able to turn right into Aitken Street from Mulgrave Street.
70	Use Pipitea Street instead of Aitken Street for cycle route	We have heard feedback coming through about the preferred route for bikes and are therefore looking to make an amendment to the design. We are proposing as suggested to continue the bike lane one way straight down Mulgrave Street, and connect on Thorndon Quay. This would therefore no longer require the proposed connection along Aitken Street and the two-way section on Molesworth Street.
71	Ensure raised pedestrian crossings are accessible (including TGS)	All pedestrian crossings will be installed to current standards. This includes the warning and directional tactiles and proper cambering.
72	Ensure bikes can leave cycleway safely	The spacing of the separators and hit sticks is designed to allow for this, while minimising the potential for cars to park in the cycleway.
73	Install more bicycle parking near New World	The Council would be open to discussions with Foodstuffs on how it could support additional bike parking nearby.
74	Do not remove motorcycle parking	With the proposed amendments, the total motorcycle parking in the area will not be affected.

75	More short-term parks for apartment blocks near New World	We are proposing to convert some of the coupon spaces on Hawkestone Street to P120 spaces to address better access to businesses in the area and will also assist access to the apartments.
76	More parking for trades people servicing apartments near New World	The current coupon spaces on Hawkestone Street have been proposed for reallocation to P120 spaces to help provide better access to businesses in the area and will also be useful for providing service access to the apartments. By reallocating these spaces, there will be more availability as they will not be used for commuter parking.
77	Add pedestrian crossing across Molesworth Street near New World entrance	The pedestrian crossing currently located at Pipitea Street is being moved to Hawkestone Street. This will provide better pedestrian access to Hawkestone Street.
78	Convert some of New World's parking to 'community car parks'	The New World Thorndon carpark is private property so we cannot determine how space in it is used.
79	Downhill cycle lane on Mulgrave Street is unnecessary	Mulgrave Street has high vehicle volumes and a 50km/h speed environment so separated bike lanes are required to provide a safe and attractive bike network connection.
80	Consider traffic lights for traffic turning right off Molesworth Street and into the New World car park	This is out of scope for the transitional programme but could be considered as part of future permanent works. We will continue to work with Foodstuffs to refine the detailed design of the driveways and monitor how the bike lane operates if installed.
81	Review pedestrian crossing at Hawkestone Street/Molesworth Street – limited visibility looking right results in cars frequently blocking the crossing	This project is out of scope for the transitional bike network project but will be passed on to the Council's minor works team to consider improvements.
82	The 'cross over' or merge at the top end of Murphy Street (approaching Tinakori Road) needs to be relooked at: confusing and may cause delays (left-turning lane will block right-turning and straight-through traffic)	The left-turning pocket length is designed to store sufficient vehicles for the traffic flows turning left into Tinakori Road to occur without backing up out of the lane and blocking traffic.
83	Change side streets of Murphy Street and Molesworth Street to metered parking	The current coupon spaces on Hawkestone Street have been proposed for reallocation to P120 spaces to help provide better access to businesses in the area particularly those in the Pipitea Street/Molesworth Street area.
84	Consider keeping right turn from Murphy Street into Pipitea Street	This movement was restricted to address the safety concerns raised during the road safety audit of high-speed downhill cyclists conflicting with left-turning traffic, which may not be prepared for these users. If approved, this will be an area that will be monitored post installation and based on data and evidence, further changes may be made in the future.
85	Need to allow cyclists to turn right from Murphy Street onto Tinakori Road (hook turns are not used)	Hook turn boxes provide the safest way to complete this manoeuvre, however more confident riders may choose to turn right using the vehicle traffic lane.
86	Make the Tinakori Road/Thorndon Road intersection safer to connect these changes to the wider network	Changes to Thorndon Quay, including the intersection with Tinakori Road, are being implemented by Let's Get Wellington Moving. We are working with their design teams to integrate the two projects.
87	Consider a bike lane on Hawkestone Street	As Hawkestone Street is not on the strategic bike network, a bike lane down this street was not considered at this time as part of this project.
88	Add a connection between Hill Street to Bowen Street	Parliament is preparing to do an upgrade of the grounds which should increase this connectivity.
89	Remove speed humps	Speed humps are proposed to act as a physical calming measure to slow down traffic speeds ensuring a safer environment for all road users.
90	Educate people on what sharrows mean	Our behaviour change and communications teams are working on updating the Council website with more information on sharrows and will be carrying out education campaigns on infrastructure elements.
91	Make Hill Street 40km/h	The 30km/h treatment of Hill Street and Tinakori Road is consistent with the speed management plan for their primary uses as local business hubs and neighbourhood roads.
92	Consider impacts on Thorndon Fair	The adaptive nature of the parklet designs would allow the structure to be removed temporarily if it was deemed necessary for activities during the Thorndon Fair.
93	Improve wheelchair and pedestrian accessibility on Tinakori/Hill/Aitken streets	The project is adding a mobility park on Tinakori Road and Aitken Street to increase disability access in the area. The added raised crossing serves to decrease vehicle speeds and improve visibility of pedestrians as they cross roads.
94	Consider alternative Ascott Street/Bowen Street route	The bike network was confirmed in March 2022 following city-wide consultation. While Ascott Street has a connection through to Bowen Street and Tinakori Road, the narrowness of the street and specifically the pedestrian section of the route make it unsafe for use as a major bike route. Additionally cycle users will tend to take the most direct route, which is Bowen Street, so a cycle facility on Ascott Street would likely be underutilized.
95	Ensure cyclists don't have to go over speed humps (consider a design that lets them go through/around)	While other variations of traffic-calming measures were considered, the traditional speed hump was best for the area. That noted, the speed hump profile will be the sinusoidal, which provides the smoothest possible transition for cyclists over the speed bump.
96	Extend pick-up/drop-off times	The current pick-up and drop-off times for the P5s on Hill Street are chosen around the hours of schools in the area.
97	Ensure enough mobility parks remain	As a whole we are adding three mobility parks to the Thorndon area.
98	Remove more car parks from Tinakori Road	As the section of Tinakori Road in this project is a local shopping centre with an existing speed limit of 30km/h, we have minimised parking reduction to limit impacts on businesses given the safer speed environment, which makes it more amendable for sharing.

99	Increase duration that people can park in this area	The majority of parking in the Tinakori village area is P60/P120. This form of parking best serves the businesses in the area, allowing their customers to visit while ensuring these spots are turned over and not monopolised by long-term users.
100	Extend treatment further north along Tinakori Road to Harriet Street Reduce speed on Tinakori Rd to 30kmph	This section of the bike network is part of a future project. The speed limit on Tinakori Road between Glenmore Street and Hill Street is proposed to be reduced to 30km/h. The remaining section of Tinakori Road will be evaluated by the city-wide speed management plan.
101	Add more traffic calming measures to Tinakori Road	The proposed raised pedestrian crossing on Tinakori Road will act as an additional traffic calming measure on this street.
102	Ensure buses fit in bus lanes	The proposed Thorndon connections project does not include any bus lanes, but in some cases the design widens the existing lane width to improve access for both heavy vehicles and buses.
103	Avoid locating speed humps outside people's houses (as they are noisy)	While speed humps do increase the noise of individual passing vehicles, they are designed to minimise the impacts as much as possible. The improved safety benefits from a reduction in speed along this route will provide benefits to all users.
104	Add more sharrows to Tinakori Road	The sharrows on Tinakori Road are spaced as per Waka Kotahi standards to ensure they are regularly seen by drivers as they pass.
105	Consider protected bike lane on uphill side of Hill Street	The proposed speed changes and traffic calming measures on Hill Street will improve the cycling experience on this section. Because of the nature of the street, and lower traffic volumes, an uphill bike lane has not been proposed at this time.
106	Consider just sharrows on Molesworth Street and Murphy Street	The disparity of vehicle vs. cyclist speeds on Molesworth and Murphy streets, and volume of traffic travelling on these streets, means that sharrows are not an appropriate or safe solution on these streets.
107	Two-way cycle lane on Moleworth Street needs to be wider to allow safe passing	We are no longer proposing a two-way bike lane on Molesworth Street.
108	Remove two-way cycleway to enable better traffic access to Kate Sheppard Place	We have heard this feedback come through alongside feedback from cyclists regarding their preferred route. Based on this feedback, we have altered our proposal to remove the two-way bike lane on Molesworth Street, allowing Kate Sheppard place to remain as it is with a two-way exit onto Molesworth Street.
109	Bunny Street changes should continue further to connect with waterfront	We initially investigated the connection all the way to the waterfront along Bunny Street. This area however currently has some cycle facilities and significant upgrades are required in this area, especially for the high volumes of pedestrians accessing the train station. This area is therefore being looked at by Let's Get Wellington Moving and currently out of scope for this transitional project.
110	Ensure light phasing at Lambton Quay intersection enables cyclists to get to lower Molesworth Street	We are working with the adjacent projects in the area to maximise the connectivity for the bike network, including through the signal phasing.
111	Remove angle parking on Stout Street	This is part of our current proposal, which changes this angle parking to parallel and dedicates it for buses 7am-9am and 3.30pm-6pm, Monday- Friday, and as paid parking at all other times.
112	Two-way cycleway meeting a one-way cycleway will encourage people to use the one-way portion to go down the hill to meet up with the two-way section (causing conflict)	We are no longer proposing a two-way bike lane on Molesworth Street.
113	Concern that turning right in a car across a two-way cycle lane will be dangerous and take time waiting for lane to be clear thus blocking traffic	We are no longer proposing a two-way bike lane where traffic will be crossing.
114	Remove more parking at the Stout Street/Bunny Street/Featherston Street intersection to allow room for bicycles to get past stationary cars	As these streets are not directly on the route, the project attempted to minimise impact. The Stout Street changes were safety-driven but this feedback will be passed on to the other projects to consider.
115	Concern about connecting to the Molesworth Street cycle lane from Bowen Street	There will be several options for cyclists travelling down Bowen Street to enter the cycle facility up Molesworth Street. Users can travel across the Bowen/Whitmore/Lambton intersection and join the bi-directional facility along Lambton Quay. If users decide to use the slip lane, they can take the lane along Molesworth Street and join the bike lane at the Lambton/Molesworth intersection.
116	Add more parking for bikes	We are investigating adding additional bike parking at Victoria University Pipitea campus, in Tinakori Village, at the top of Molesworth Street and also keen to work with other business such as the National Library and Cathedral to support more additional bike parking on their land.
117	Concern about bus/bike conflict around the bus station	The separated bike lanes will provide a safe facility for cyclists out of the bus lanes that access the interchange. The design also uses a signalised bike light at the Molesworth/Lambton intersection to ensure that people on bikes have a safe crossing into the Molesworth facility and don't impede bus travel.
118	Add centre barrier to two-way cycleway to prevent collisions	We are no longer proposing a two-way bike lane on Molesworth Street.
119	Keep angle parking on Aitken Street	The amended proposal will retain the angled parking on Aitken Street.
120	Put mobility parking on Hill Street	As part of this project, we have installed 3 additional mobility parks around Thorndon. We are happy to investigate additional locations to ensure accessibility to the area.
121	Put the downhill section of Molesworth Street cycleway on the Parliament side	We are no longer proposing a two-way bike lane on Molesworth Street.
122	Please stop creating shared paths	The amended proposal is not utilising any shared path segments beyond the three shared crossings. We recognise the issues with shared paths and try to avoid them but occasionally are left with no choice within the constraints of the space and project.
123		

124	Consider pedestrian crossing at bottom of Mulgrave Street to make it easier to access the train station	There is currently a signalised crossing at the bottom of Mulgrave Street to access the train station.
125	Connect cycleway on Mulgrave Street to Thorndon Quay	We have heard this feedback coming through as being the preferred route for bikes and are therefore looking to make an amendment to the design. We are proposing as suggested to continue the bike route one way straight down Mulgrave Street and connect to Thorndon Quay. This would therefore no longer require the proposed connection along Aitken Street and the two-way section on Molesworth Street. Due to the many movements of large buses within the interchange, bikes are unable to safely travel through here and will need to go along Thorndon Quay and connect back up through Bunny Street if they wish. We will continue to have Lambton Quay between Whitmore Street and Molesworth Street as two way to connect up to the rest of Lambton Quay and the Golden Mile.
126	Increase the length of the green phase for vehicles on Molesworth Street heading north	The phasing of lights along the route will be managed by signal engineers to first minimise conflict, then balance traffic flows in the most strategic and efficient manner.
127	Add cycle lane to Stout St	As Stout St. is not on the Bike Network Plan it was not considered in scope for bike lanes in this project.
128	Add shelter to bike racks to make them all-weather	The more substantial treatment of a covered bike rack is generally out of scope for the transitional programme but we will take into account feedback on heavy use and recommend it be included in further projects.
129	Ensure it is safe for cyclists to cross from Hill Street into the Molesworth Street two-way bike lane	We are no longer proposing a two-way bike lane on Molesworth Street.
130	Consider a physical separator for the middle of the two-way bike lane on Molesworth Street	We are no longer proposing a two-way bike lane on Molesworth Street.
131	Ensure northbound left turn from Bunny Street connects with cycle lane	There will be an opportunity for cyclists to join the Molesworth Street bike lane through a bike-specific phase in the Molesworth/Lambton intersection or through the Bunny Street phase.
132	Ensure cyclists are prioritised with light phases at all intersections	Cycle lights have been included at all intersections where the cycle motion may conflict with the general traffic flow, and also where a head start can benefit cycle users who may need to get ahead of cars.
133	Enable cyclists to cross directly from the southern end of Bunny Street to the train station	This section of road is being addressed by the Thorndon Quay LGWM project and this feedback will be passed on to their design team.
134	Consider making Bunny Street fully pedestrianised	The addition of road art to Bunny Street is designed to serve as a reminder that this space is more pedestrian. Bunny Street serves as a layover point for buses and access for services for the nearby buildings, however we aim to increase the walkability of this space.
135	Consider changing angled parking so that you 'reverse in'	Changing angle parking to reverse in has already been considered at several other locations in Wellington but was discounted due to the unfamiliarity of road users with reverse-in parking, and limited enforcement resources available meaning that compliance could be low and not achieve safety outcomes.
136	Add bike lane to Kate Sheppard Place	As Kate Sheppard Place is not on the strategic bike network, a bike lane on Kate Sheppard was not considered.
137	Close side streets where they intersect with two-way cycle lane	We are no longer proposing a two-way bike lane where traffic will be crossing.
138	Ensure cyclists can move from the right side of road in cycle lane to the left on Molesworth Street	The spacing of the separators and hit sticks is driven by balancing this need and the minimum width to ensure cars do not park in the bike lane.
139	Consider clearways at peak times instead of installing cycleways	A cycle clearway is not currently a legal mechanism in New Zealand, and this can only be changed nationally. However, a cycle clearway has several issues even if it was legally possible. One of the key factors to increase cycle uptake is the need for protection. Without clear separation between people on bikes and cars, the targeted users will not feel the safety they need to use the route. Additionally parking compliance on clearways is a constant issue in Wellington, and particularly in a trial format, would likely result in a low level of service or dangerous situations for cyclists manoeuvring around parked vehicles occupying the lane.
140	Concern for lighting in the area, will this be improved for better visibility to see cyclists and pedestrians.	All new and raised crossings will have improved lighting to meet current Waka Kotahi standards.