

Aro Valley connection

Ngaio connection

# Aro Valley Connection and Ngaio Connection proposals

## Consultation summary

31 October to 21 November 2022

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke



## Consultation summary

The purpose of this document is to summarise community feedback received about the Aro Valley connection and Ngaio connection proposals. 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 320 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 two traffic resolutions between 31 October to 21 November 2022. We sought feedback about the specific walking, bike and bus changes could bring. Across both projects, we had 760 individuals and organisations provide feedback on the proposals.

Generally, people who provided feedback were very supportive of the proposed changes. For the Aro Valley connections proposal, 70% of submitters strongly supported or supported the overall proposed street changes and 28% either opposed or strongly opposed. In the Ngaio connections feedback, 67% of submitters strongly supported or supported the overall proposed street changes and 28% either opposed or strongly opposed. Overall, 73% believed that it is very important or 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.

Submitters commented on the timing to deliver the changes. The largest proportion of the responders indicated they would like timing of proposed changes to happen more quickly. When it came to questions of changing the speed limits, there was clear support for these changes with 71% strongly supporting or supporting the changes on the Ngaio route and 82% strongly supporting or supporting the changes on Aro Street.

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?

**760**

people, schools, or organisations made 903 submissions.

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 7 late submissions. They were considered by the project team and presented to Council, however are not included in this consultation summary.*

The Aro Valley and Ngaio consultations were run concurrently and used a single online form. People could choose what route and how much feedback they wanted to provide.

### Aro Valley:

**555**

submissions

### Ngaio:

**348**

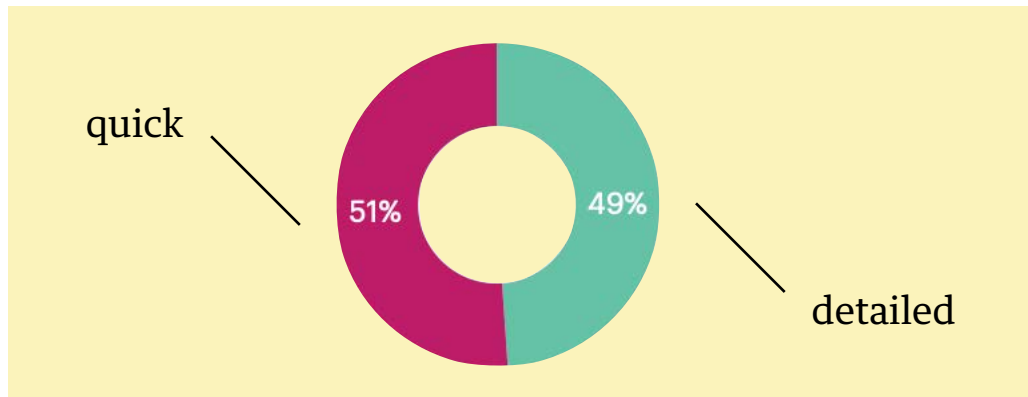
submissions

**143** people submitted on both Aro Valley and Ngaio

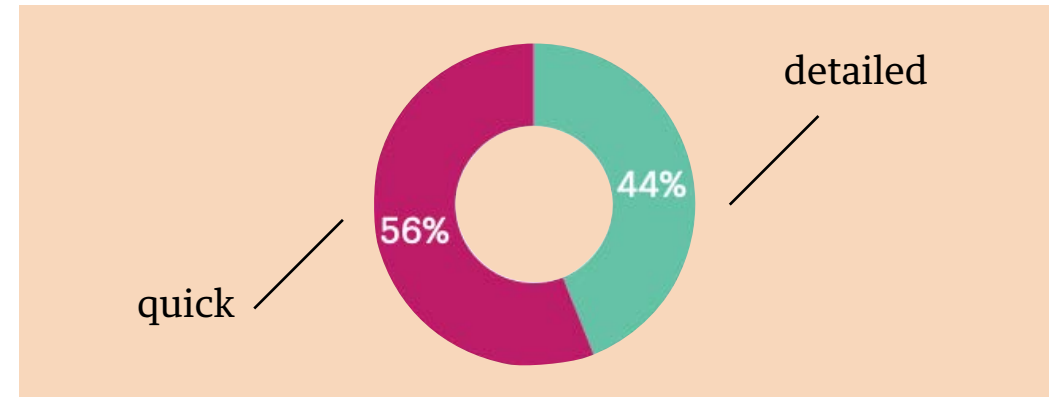
# Detailed or quick feedback?

Submitters could choose whether they wanted to provide quick or detailed feedback for each route.

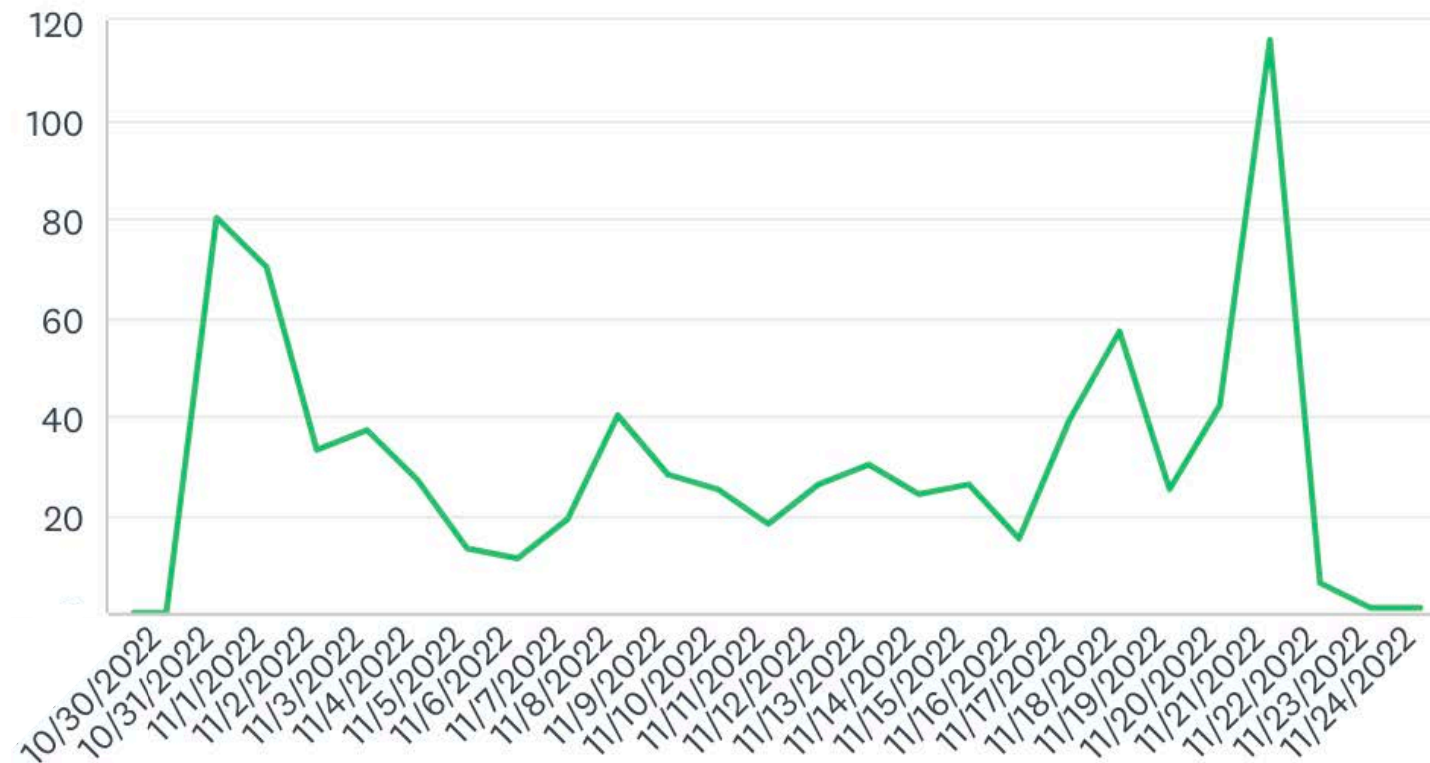
## Aro Valley:



## Ngaio:



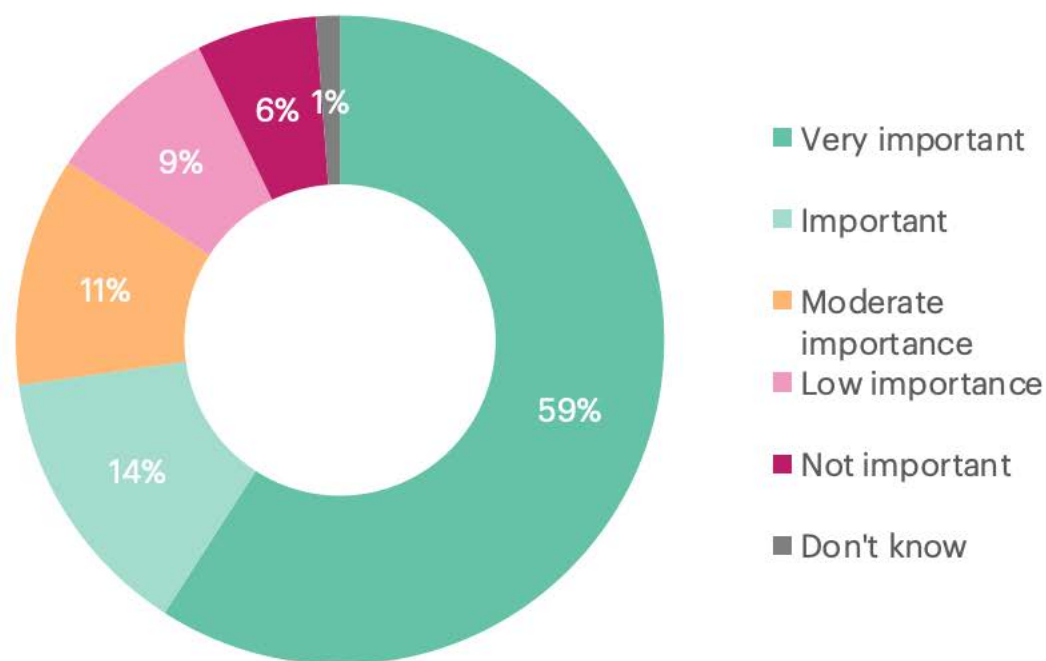
Daily online submissions over the duration of engagement:



## **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?

n= 753



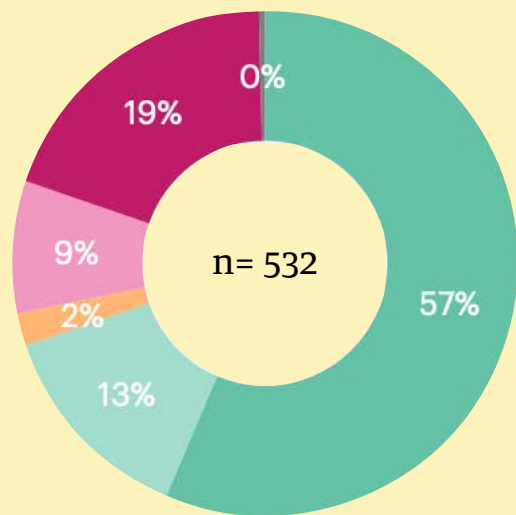
**73% of respondents** believe it is important or very important to make streets safer and easier for people using active or public transport.

**15%** believe it is of low importance or not important.

# How people felt about the proposed route changes

## Aro Valley:

Do you support the overall proposed changes to the Aro Valley Connection route?  
[These include traffic resolution TR179-22]

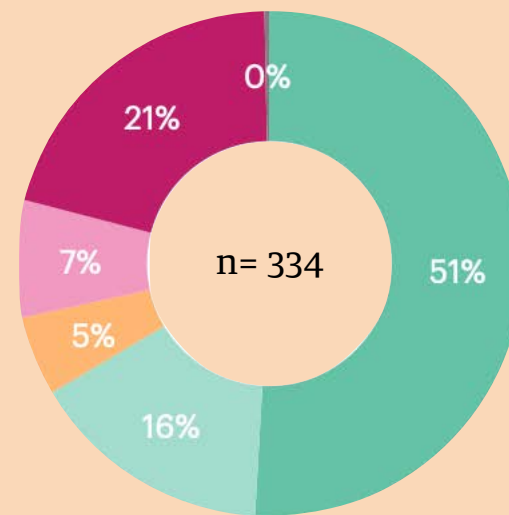


**70% of respondents** support or strongly support the proposed changes.

**28%** oppose or strongly oppose the changes.

## Ngaio:

Do you support the overall proposed changes to the Ngaio Connection route?  
[These include traffic resolution TR180-22]



**67% of respondents** support or strongly support the proposed changes.

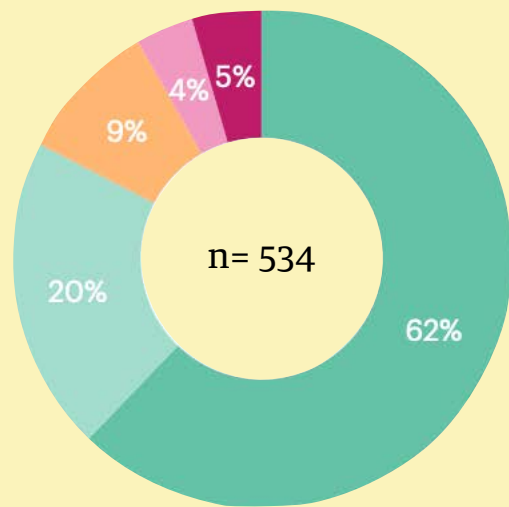
**28%** oppose or strongly oppose the changes.

- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose
- Don't know

# How people felt about the proposed speed changes

## Aro Valley:

Do you support the proposed speed changes on Aro Street?

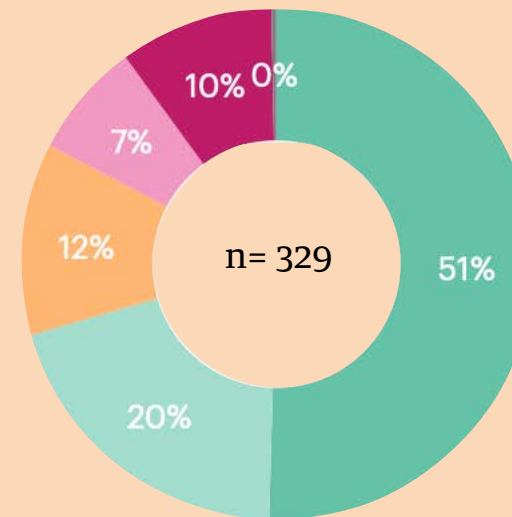


**82% of respondents** support or strongly support the proposed speed changes.

**9%** oppose or strongly oppose the changes.

## Ngaio:

Do you support the proposed speed changes on the Ngaio route?



**71% of respondents** support or strongly support the proposed speed changes.

**17%** oppose or strongly oppose the changes.

- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose
- Don't know

Note: Speed limit change decisions made by Waka Kotahi.



**What people who made a submission  
thought about Aro Valley**

## Support for Aro Valley Connection - Themes

The themes below are based on all comments (detailed and quick) from people who said 'support' or 'strongly support' in answer to the question, "Do you support the overall proposed changes to the Aro Valley Connection route? These include traffic resolution TR179-22". One comment can contain multiple themes.

702 comments

Mentions:

250+

100-250

50-99

25-49

10-24

**General support**

Just get on with it  
Good for the environment  
Benefits drivers  
General support for the proposed changes

This will make it safer  
This will connect the network

**Suggestions for improvement**

Specific design feedback  
Improve/change public transport  
More enforcement needed

Encourages mode shift

Concern about safety  
Concern about impact on residents

Scope of changes could be greater

**Concerns about impacts**

Concern about vehicle/bike conflict  
Concern about loss of carparks

Concern about pedestrian/bike conflict

Consider impact on people with mobility/accessibility issues

Specific parking feedback

Specific concerns about sharrows

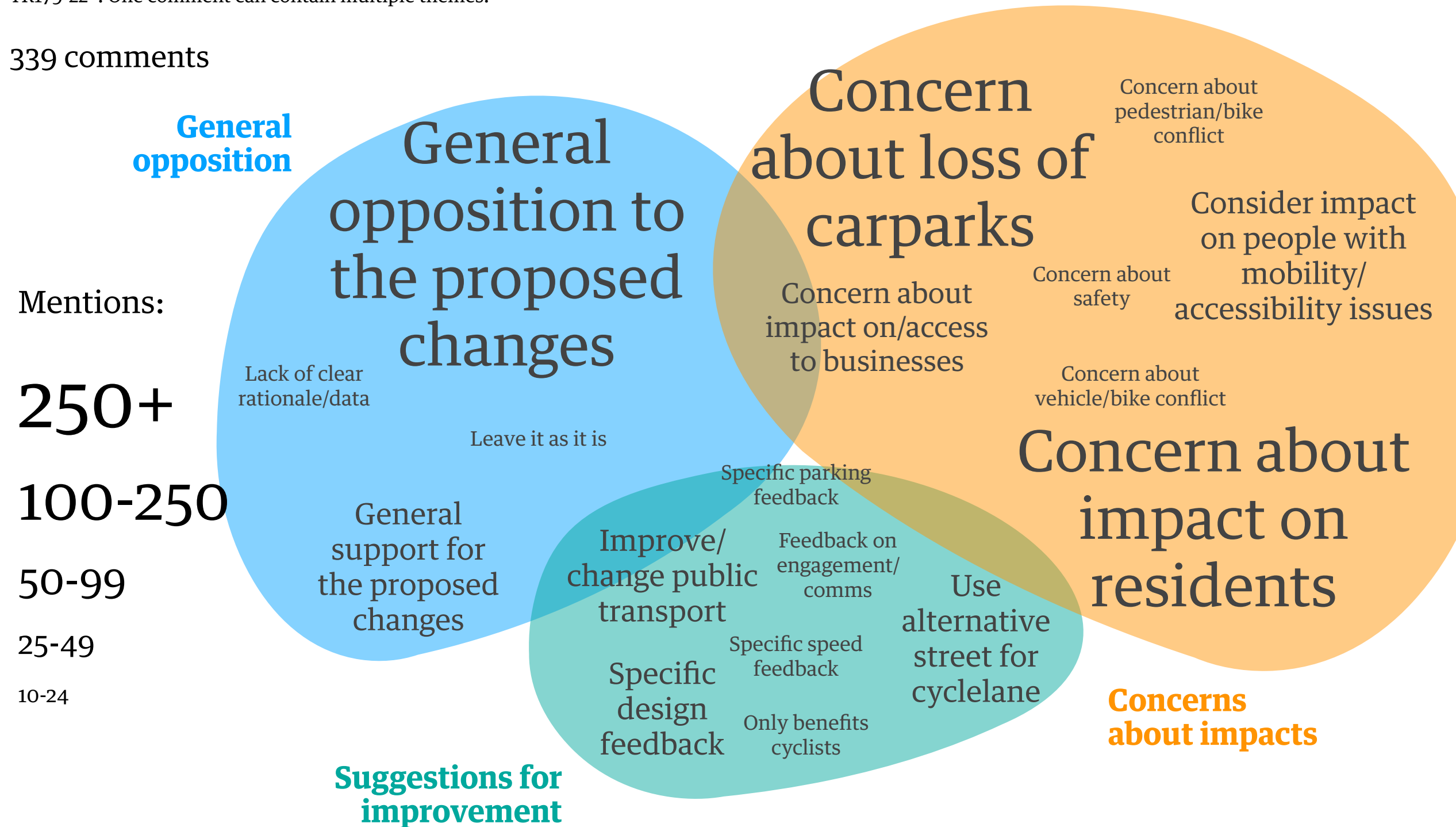
Specific speed feedback

Make cycleway protected

# Opposition to Aro Valley Connection - Themes

The themes below are based on all comments (detailed and quick) from people who said 'oppose' or 'strongly oppose' in answer to the question, "Do you support the overall proposed changes to the Aro Valley Connection route? These include traffic resolution TR179-22". One comment can contain multiple themes.

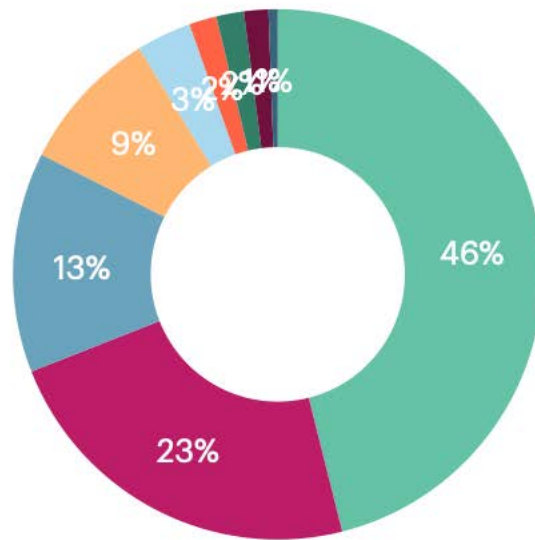
339 comments



# Relationship to the Aro Valley area

What is your main relationship to the Aro Valley route and area?

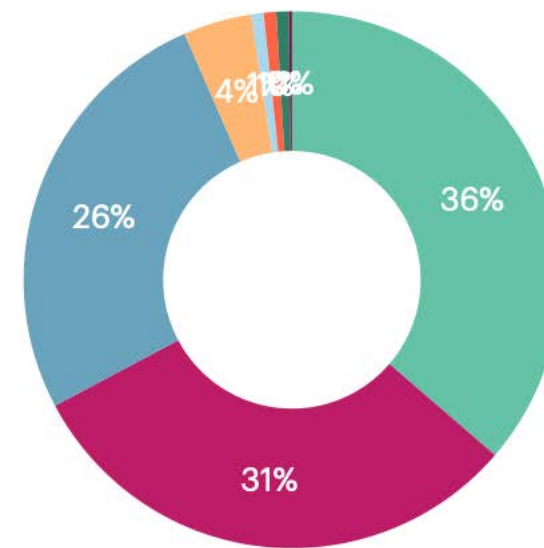
n= 536



- I live in the area
- I travel through 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 live in Wellington
- I own or manage a business in the area
- I work in the area
- I go to school or education in the area
- I drop my kids at childcare, school or education in the area

How do you normally travel along the Aro Valley route?

n= 534



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



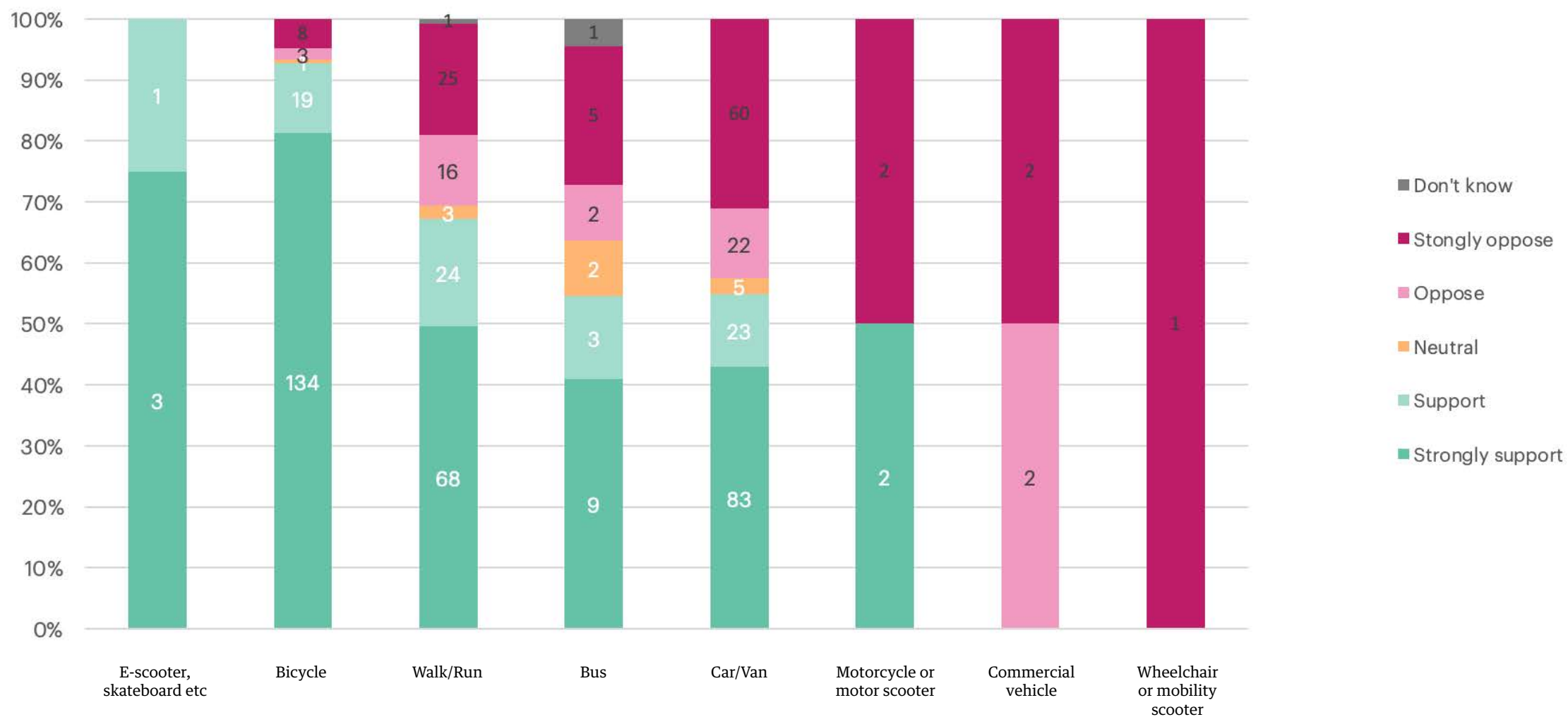
# Level of support for Aro Valley Connection based on 'main relationship' to the area

Based on the answer to the question: "Do you support the overall proposed changes to the Aro Valley Connection route? These include traffic resolution TR179-22"



# Level of support for Aro Valley Connection based on how people normally travel along the route

Based on the answer to the question: “Do you support the overall proposed changes to the Aro Valley Connection route? These include traffic resolution TR179-22”

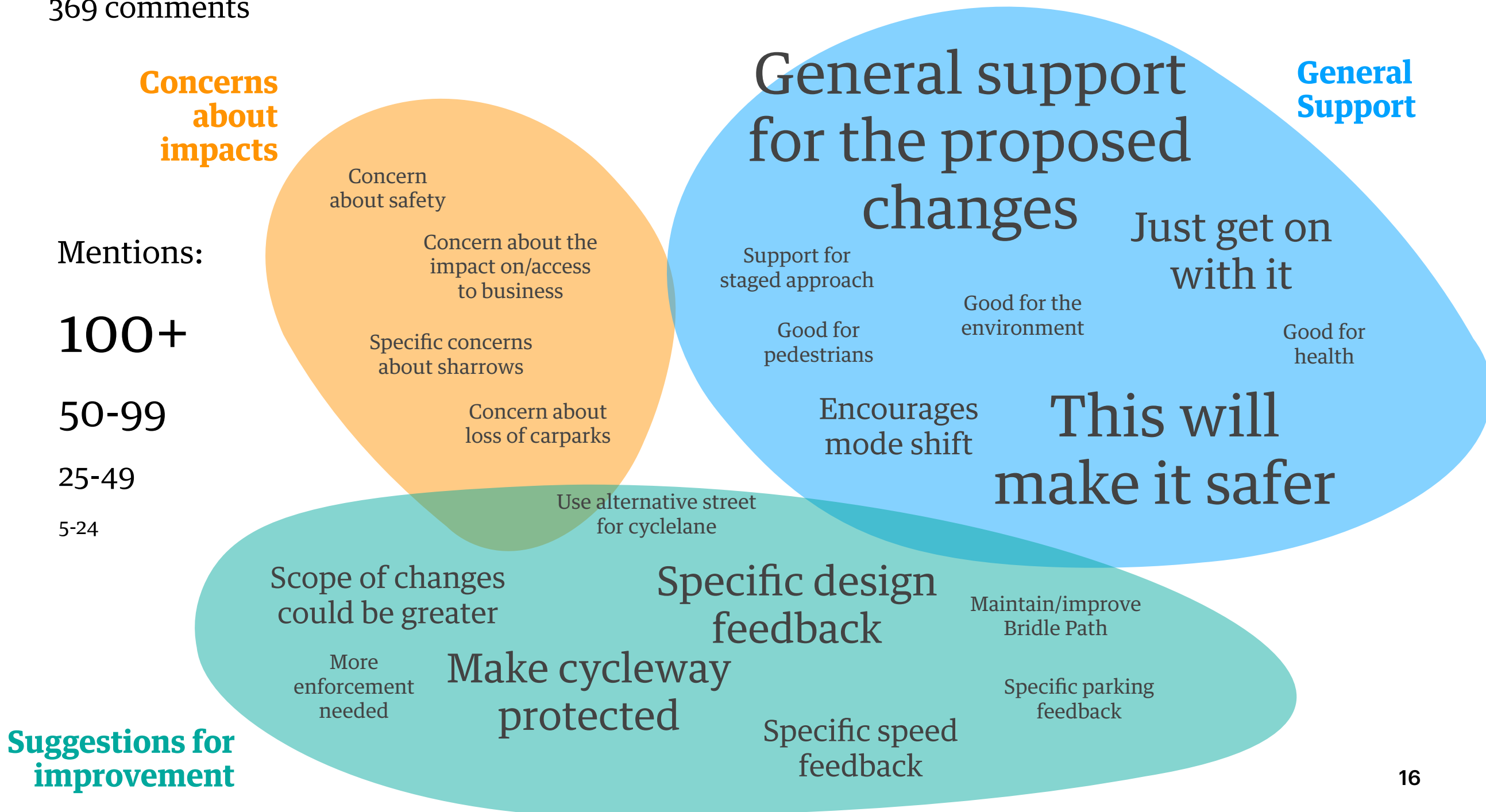


**What people who made a submission  
thought about Ngaio**

## Support for Ngaio Connection - Themes

The themes below are based on all comments (detailed and quick) from people who said 'support' or 'strongly support' in answer to the question, "Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22". One comment can contain multiple themes.

369 comments





## Opposition to Ngaio Connection - Themes

The themes below are based on all comments (detailed and quick) from people who said 'oppose' or 'strongly oppose' in answer to the question, "Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22". One comment can contain multiple themes.

240 comments

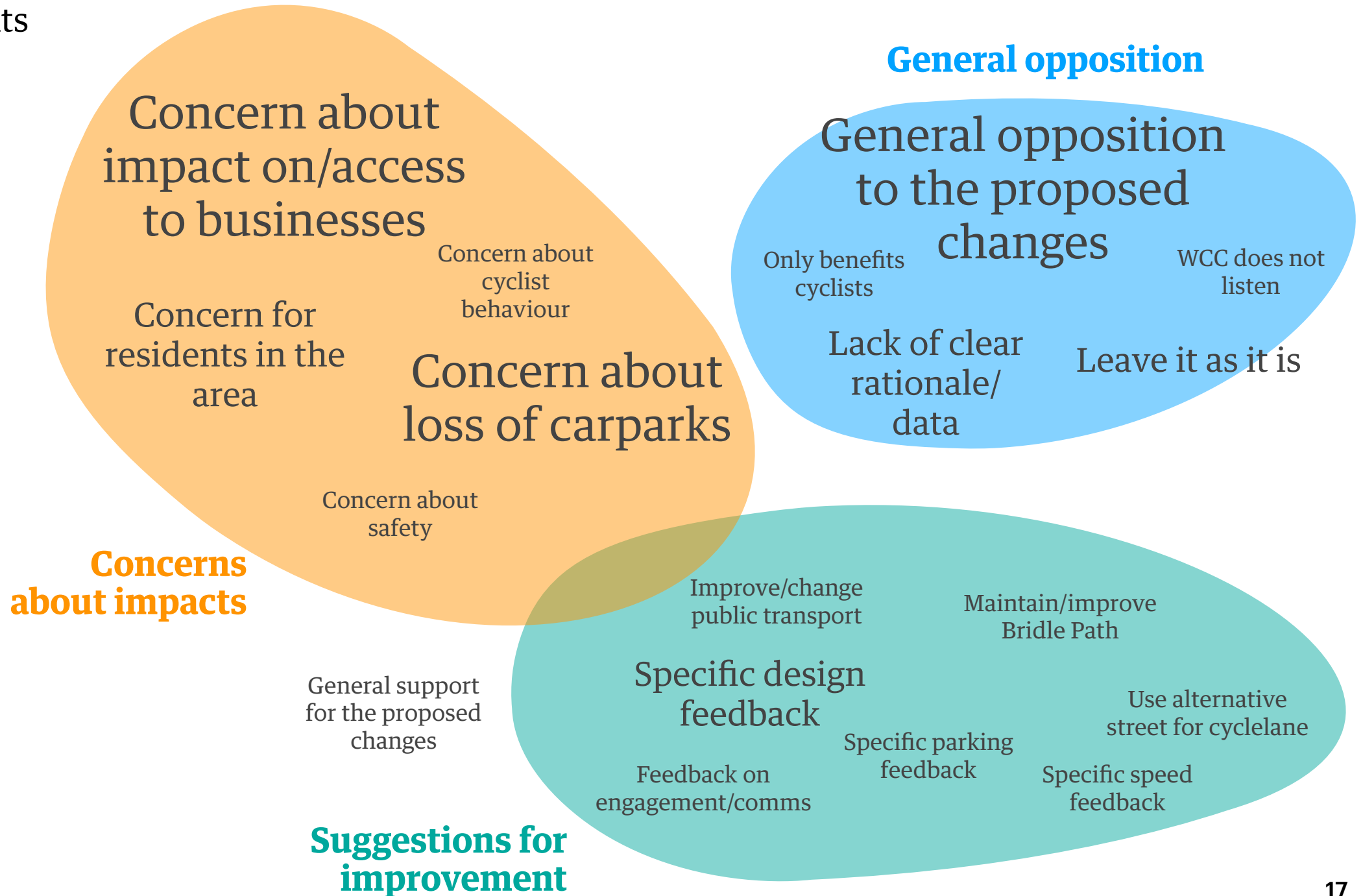
Mentions:

100+

50-99

25-49

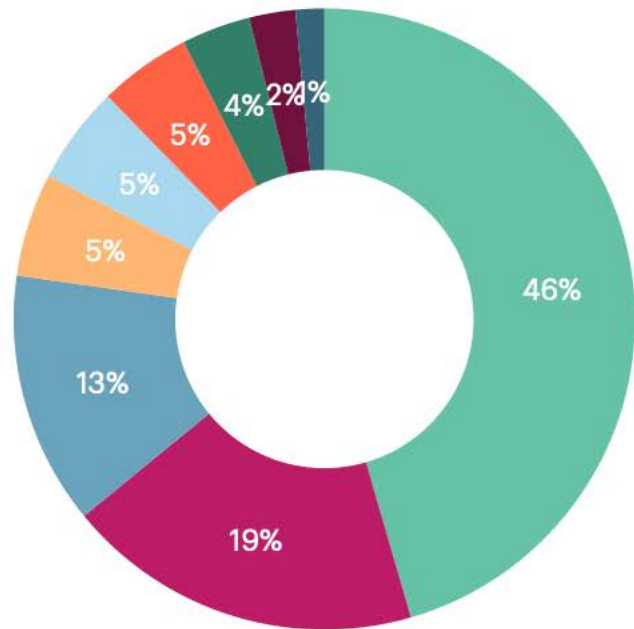
5-24



# Relationship to the Ngaio area

What is your main relationship to the Ngaio route and area?

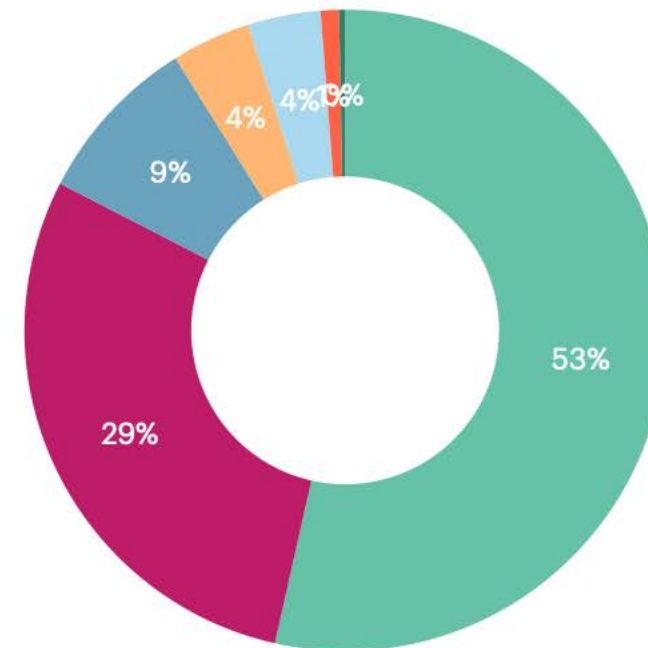
n= 334



- I live in the area
- I travel through the area
- I visit the area (e.g. to see friends or businesses)
- I go to school or education in 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 work in the area
- I don't have a relationship to the area

How do you normally travel along the Ngaio route?

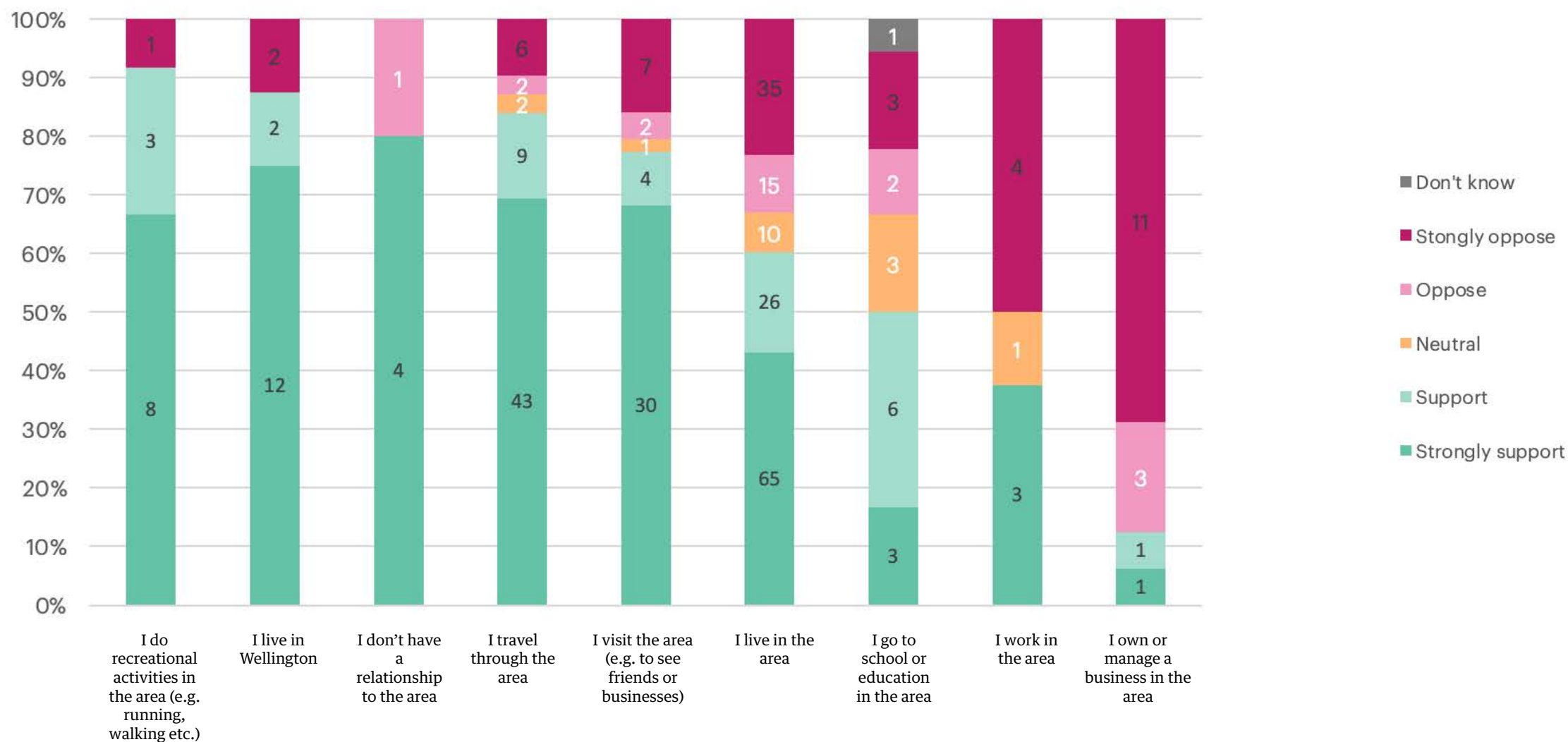
n= 327



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

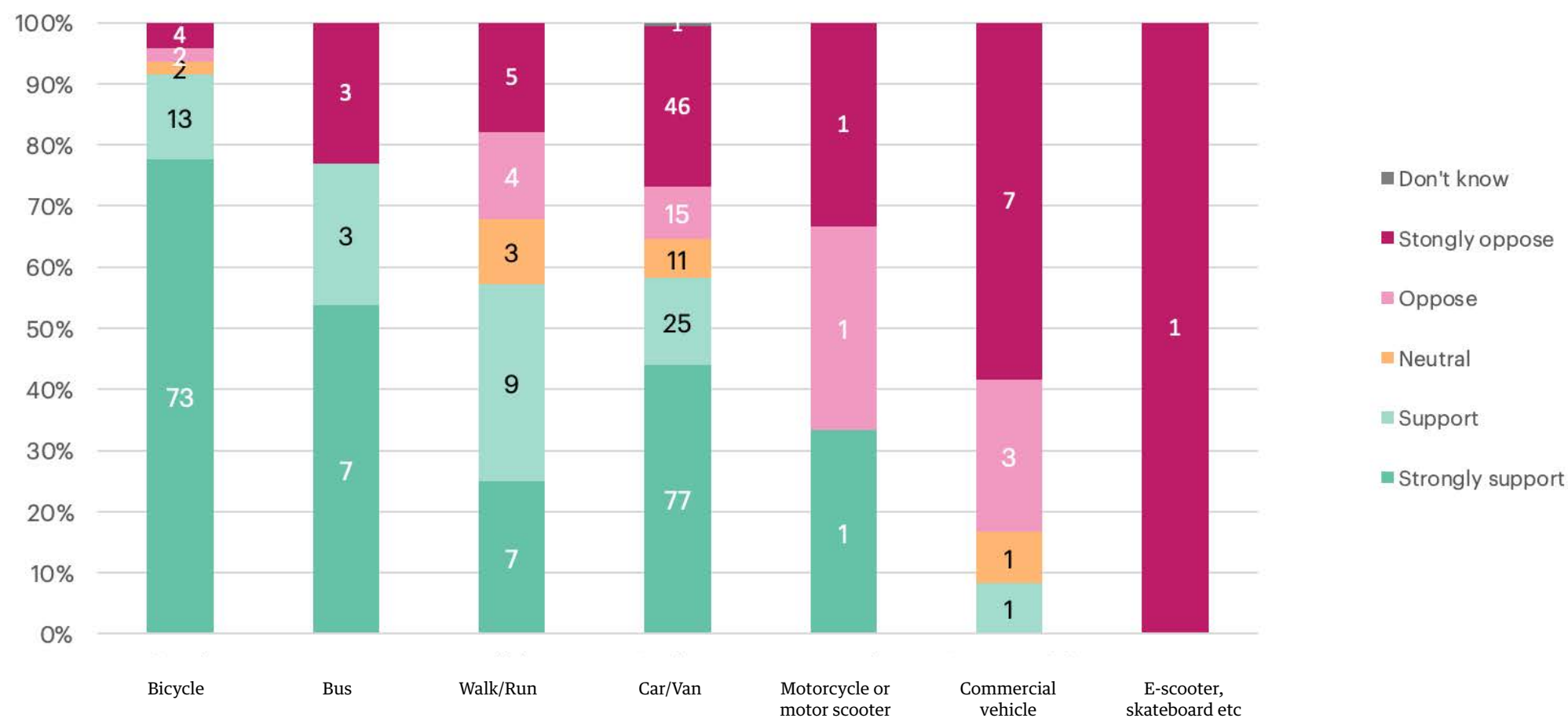
# Level of support for Ngaio Connection based on 'main relationship' to the area

Based on the answer to the question: "Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22"



# Level of support for Ngaio Connection based on how people normally travel along the route

Based on the answer to the question: “Do you support the overall proposed changes to the Ngaio Connection route? These include traffic resolution TR180-22”



*Note: no respondent indicated they travelled by mobility scooter or wheelchair*



## Detailed feedback about Aro Valley



We asked for detailed feedback about four aspects of the Aro Valley Connection proposal:

1. Do you support the proposed changes for the section of the route on Aro Street (between Willis Street and Holloway Road)?
2. Do you support proposed changes for the section of the route on Raroa Road (between Holloway Road and Chaytor Street)?
3. Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?
4. What do you think of the timing of the proposed approach?

# Summary of support for aspects of Aro Valley

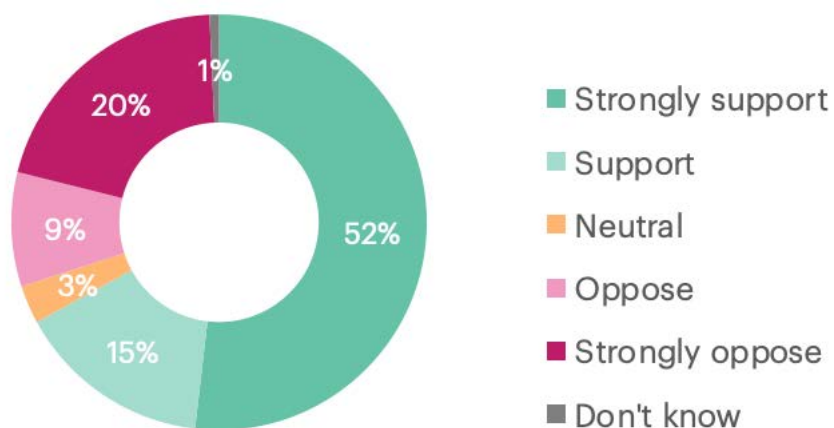


# Detailed feedback: Between Willis Street and Holloway Road



Do you support the proposed changes for the section of the route on Aro Street (between Willis Street and Holloway Road)?

n= 270



## Supportive themes:

- This will make it safer
- Just get on with it
- Concerns about vehicle/bike conflict
- Concerns about safety
- Make the cycleway protected
- Concern about loss of carparks

## Opposing themes:

- Concern about impact on residents
- Concern about loss of carparks
- Concern about impact on/access to business
- Consider impact on people with mobility/ accessibility issues

*I live in Highbury and wrote an electric bike as my only form of transport for five years. Four years ago I stopped because it became too dangerous. If these proposals go ahead, I will joyfully be back on my bike again.*

*Aro Street is way too narrow now for the buses. Adding a bike lane will just make it far worst and cause huge delays.*

# Specific design feedback 1/2: Between Willis Street and Holloway Road



- Make cycle lane same height as footpath and make it a shared path
- Add double yellow lines from 155 Aro St through to bus stop on Durham St to prevent dangerous overtaking
- Continue cycle lane through shops to Willis Street
- Make sure speed bumps don't negatively affect buses
- Add a pedestrian crossing to Western end of park and make it a shared path for both bikes and pedestrians
- Consider flooding impacts of raised pedestrian crossing (especially for shop at 97 Aro St)
- Extend 30kph zone and enforce with speed cameras
- Make sure cycle lane is protected (poles are sturdy)
- Make sure car parks near Waimapihi are longer than P120 to allow for recreation
- Don't remove car parks near Waimapihi
- Consider creating new car parks near Waimapihi Reserve (eg on old dog training area)
- Use other measures to calm traffic (rather than using speed humps)
- Increase safe bike parking
- Turn carparks into extensions of footpath (similar to Dixon St)
- Remove parks around Aro shops
- Improve the crossing connecting Devon Street and Aro Street
- Increase parking enforcement
- Speed up implementation to avoid another Island Bay scenario
- Introduce a safe thoroughfare through the shopping area
- Keep the bus stop at the shops
- Raise both pedestrian crossings
- Speed humps (if installed) should only be in the 30kmh areas
- P20 parks in the village should be P10
- Do not introduce parking changes on the south side of Aro Street
- Make in-lane bus stops and widen the footpath.
- All side streets should have at least one mobility park and a car share park
- Install Locky Docky bike parking on St. John's Street paper road
- Limit residents parking permit to one per residence
- Create designated spots where Ubers will pick up and drop off people
- Start an inventory of land to purchase to create micro parking garages
- Improve education for drivers and cyclists
- Make the cycleways wider
- Consider additional routing through Kelburn.
- Major building projects routinely block lanes and will block the cycleway.
- Disability parking should be closer to the shops
- Ride share parks do not need to be close to shops. Would be better situated by Garage Project
- Improve visibility turning from Devon Street on to Aro Street
- Introduce scooter share hub in Aro park (e.g. Flamingo or Beam)
- Improve monitoring of mobility and car share car parks
- Plastic bollards may prevent cars from turning into driveways
- Narrow Ohiro Road crossing
- Have a cyclelane lane on one footpath and allow pedestrians to use the other side



# Specific design feedback 2/2: Between Willis Street and Holloway Road

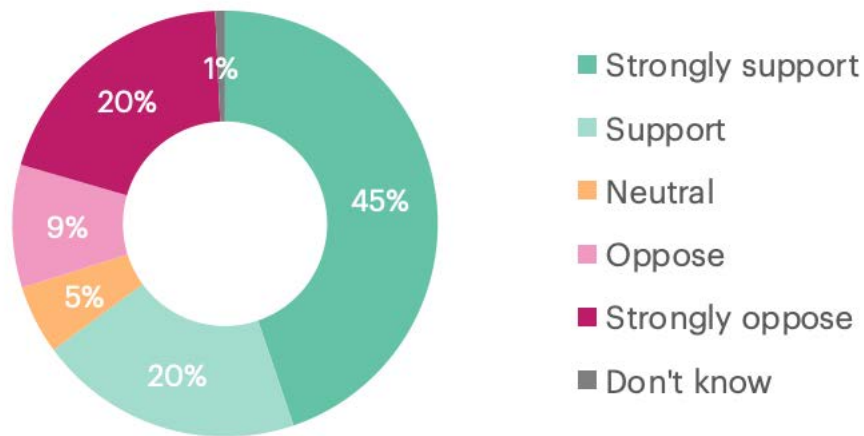


- Do not remove resident/coupon parking on Aro Street/Raroa Road
- Ensure dog-friendly transport modes
- Residents parking should only go to households without off-street parking
- Narrow Aro St as it joins Willis St
- Change camber of the bottom 300m of Aro St
- Ensure at least two mobility parks on Epuni St, one at the Aro-Epuni intersection, and one closer to the council housing.
- Consider the parking needs of those living at the Argo Trust
- Improve public transport
- Instal a pedestrian/bike refuge outside Aro Park
- Ensure motorcycle parks are provided
- Widen footpath from Entrance Street to Adams Tce
- Make residential car parking 24/7
- Provide EV charging parks near Ohiro Road/Willis St
- Ensure kerb is lowered so that cyclists can come off the road onto the shared path in the right place
- Make all coupon parking, residential parking on Ohiro road up to Maarama Cres.
- Introduce speed humps on Ohiro road between Aro St and Maarama Crescent.
- Keep bus stop outside 47B Aro Street
- Add bollard at the west end of Aro park, to prevent cars parking there
- Aro Park regularly hosts fairs/events - making it impractical as a cycleway
- Ensure speed humps are cycle friendly
- Maintenance required along Aro St to make it safer for cyclists travelling at speed
- Introduce connecting bike lane between Kelburn campus and Aro Valley
- Planter box by 72 Aro creates pinch point for cyclists
- WCC should provide off-street parking to help business
- Provide car sharing parks for Mevo
- Use speed cushion rather than speed bumps
- Add green paint to denote shared space at the pinch point between Aro playground basketball court and Palmer St
- Remove parking space on downhill side directly in front of the zebra crossing exiting the park.
- Do not raise pedestrian crossings

# Detailed feedback: Raroa Road

Do you support proposed changes for the section of the route on Raroa Road (between Holloway Road and Chaytor Street)?

n= 268



### Supportive themes:

- This will make it safer
- Make the cycleway protected
- Concern about vehicle/bike conflict
- Concerns about safety

### Opposing themes:

- Concern about loss of car parks
- Concern about safety
- Concern about impact on residents



*As a daily commuter on this route I strongly support the proposal. It is one part of my ride where I am very aware of the danger of vehicles passing too close, there are some parts where a cyclist simply cannot make themselves safe. This would become a key route into the Western suburbs from the CBD and I believe encourage cyclists to use this lane rather than hold up cars elsewhere.*

*You note that upwards of 60 car parks will be removed, but these cars already park there. Many properties are too high up the hillside for them to dig out their own off-street parks. You need to provide assistance to these people, not arbitrarily require them to park their cars somewhere distant from where they live.*

# Specific design feedback 1/2: Raroa Road



- Make cycle lane same height as footpath and make it a shared path
- Extend the protected cycleway up to top of Raroa Road
- Remove all uphill parking
- Make cycleway protected
- Extending the coupon parking zone to Raroa Crescent
- Downhill parks should be residents-only
- Remove all on-street parking along Raroa Road.
- Introduce another bus stop just before the turn off to Norna Crescent.
- Remove all downhill parking
- Ensure more green hatching in the cycle shoulder sections
- Build cycle shoulder on the uphill climb from Chaytor Street to Moana Road
- Introduce signage to stop cars passing on the corner below 21 and 14 Raroa Crescent
- Remove parking opposite 12/14 Raroa Crescent
- Redirect pedestrian path to be adjacent to cycleway at the Holloway Road intersection
- Provide assistance to people losing car parks
- Protect inside corners on uphill lane
- Instal downhill cycleway
- Instal an additional uphill bus stop on the big corner before Norna
- Instal a safe crossing from the existing bus stop near Cluny Ave. for people heading down into Kelburn.
- Don't move the bus stop in front of 40 Raroa Road
- Introduce additional parks near Zealandia carpark.
- Ensure shared footpath has paint separating cyclists from pedestrians
- Build a retaining wall near the new Raroa stop
- Widen footpath between Entrance St and bus stop 7786.
- Close off the disused bus lane at the entrance of Holloway road
- Extend the 30 km/hr speed limit
- Instal bicycle passing bays along Raroa Road
- Ensure uphill bike lane is level with road
- Install the kerb crossing near the bottom of Raroa
- Protect the cycleways at every opportunity.
- Bus stops should block the lane of uphill traffic to prevent dangerous passing.
- Add sharrows in the middle of each lane between on Raroa Road between Plunket Street and Moana Road
- Remove parks which are too close to corners on the downhill side of Raroa Road.
- Regular policing of cars parked on the footpath is required.
- Make Highbury Rd and Norna Cres parking residents only
- A 750cm "cycle shoulder" is too narrow
- Raroa Rd is prone to slips which make riding the shoulder hazardous.
- Make the footpath between Holloway and Mt pleasant in the uphill direction a shared uphill cycleway and footpath.
- Build additional pathways between Aro valley and Kelburn campus
- These slopes (near 94 Raroa Rd) need to be addressed.
- Intersection of Raroa Cres off Chaytor St heading into city is too tight - needs widening, and something to slow approaching cars.

# Specific design feedback 2/2: Raroa Road

- Poor visibility for proposed new bus stop. Consider 136 Raroa Road as a safer option.
- Do not move the bus stop near Cluny/Fairview; as it will impede view of cyclists or vehicles travelling west from Moana Rd towards Raroa on the downhill side.
- Stricter parking regulations needed. No residents permits for those with existing off-street parking, no parking for oversize vehicles or only one park per household.
- Insert speed bumps or lower speeds into the Raroa to Chaytor section
- Divert cyclelane onto Plunket to get easier access to the road to Karori via tunnel
- Put broken yellow lines on the corners in the downhill direction to improve safety and visibility
- Make the footpath from opposite Norway St to Old Bullock Rd (172 Raroa Rd) a shared path.
- Remove parking from the downhill side where there is a 75cm unprotected bike lane on the uphill side (Map 31)
- Add "Please indicate" on the roundabout W-8 warning signs (Map 34)

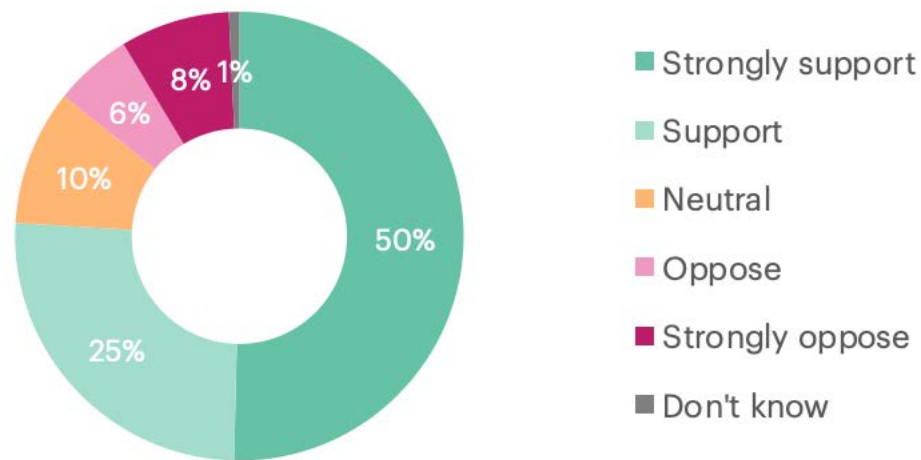


# Detailed feedback: Connection to Willis Street via Aro Park

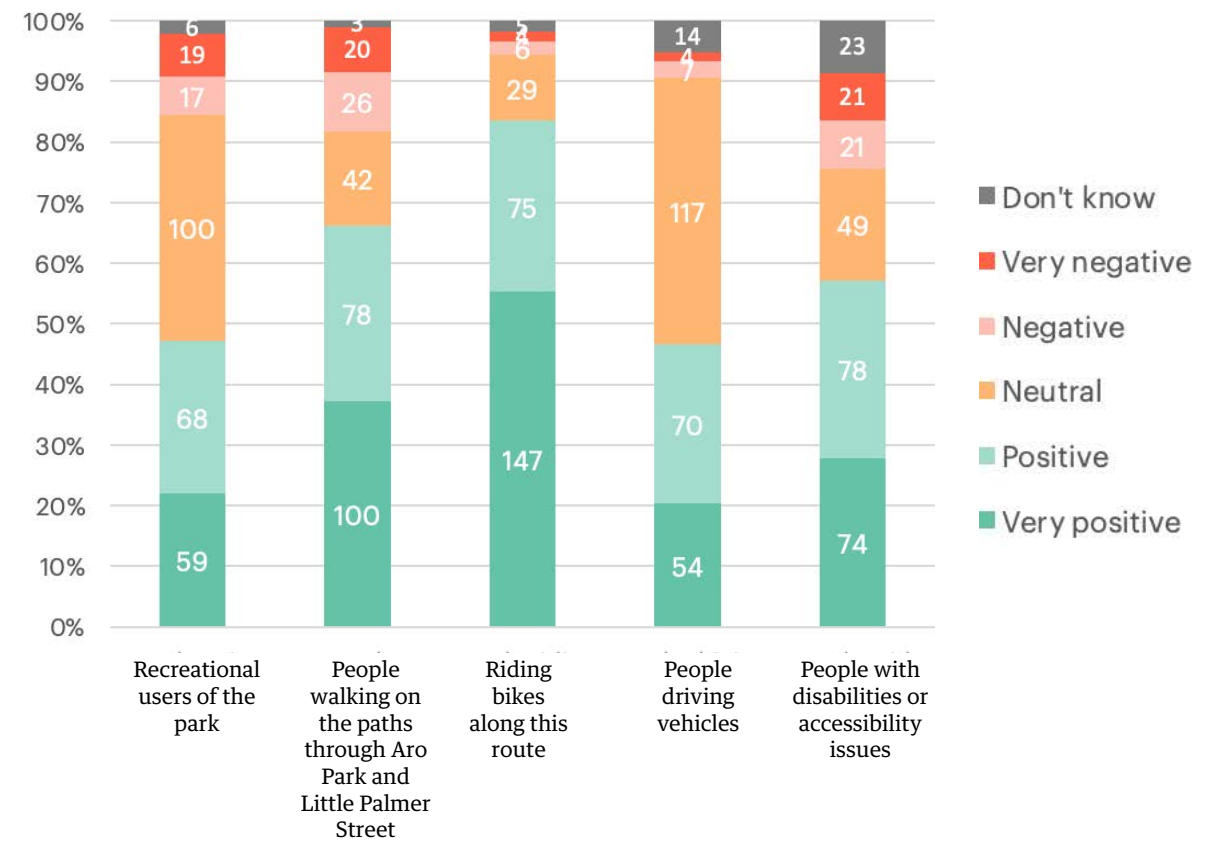


Do you support the proposed changes for the connection between Aro Street and Willis Street (via Aro Park and Little Palmer Street)?

n= 266



What do you think the impacts will be for...





# Detailed feedback: Connection to Willis Street via Aro Park



## Supportive themes:

- Concern about pedestrian/bike conflict
- Concern about safety
- Cyclist behaviour needs to change
- This will make it safer

## Opposing themes:

- Leave it as it is
- Concern about pedestrian/bike conflict
- Use alternative street for cycleway

*I ride this exact route several times a week. Pedestrians are incredibly kind and patient, but I don't enjoy weaving around them. This looks an easy fix and a total no-brainer!*

*When I used to ride my bike (stopped 4 years ago because became too dangerous) I used these two paths almost every day. Excellent idea*

*Cyclists are road users - the park is home to a preschool and childrens playground - as well as a basketball court and a community space. I do not believe childrens safety should be put at risk for a 5 minute shortcut for cyclists.*

*I'm worried that it'll just become a cycle way, rather than an actual shared pathway. Like the shared path from the end of Oriental parade around the bays. It's a worse walking experience there now because cyclists just speed along with no consideration for pedestrians. I would even consider adding speed bumps in the park to stop people cycling fast.*

# Specific design feedback: Connection to Willis Street via Aro Park

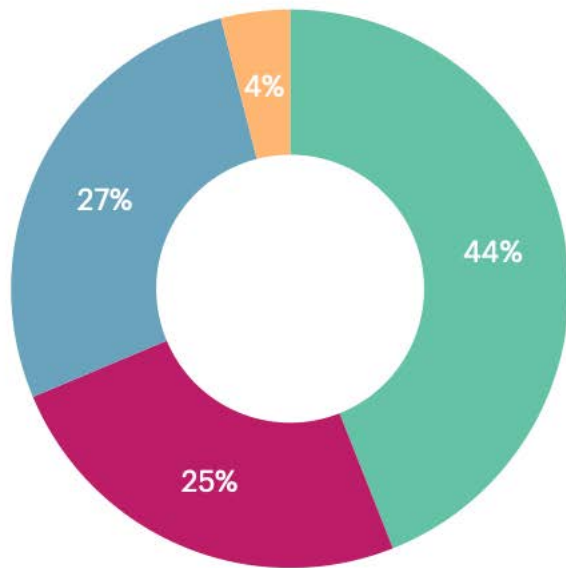


- Improve pinch point between Inverlochy and Oak Park
- Add speed bumps to cycleway to slow pedestrians
- Improve pinch point at the corner of the basketball court
- Use different substrates (brick/tile) to define different transport modes
- Add paint to indicate cyclelane
- Remove parks on Abel Smith street by Little Palmer Street
- Improve crossing on Aro Street near Garage Project
- Ensure shared path is wide enough to accommodate all users
- Drainage improvements needed in Aro Park
- Add convex traffic mirrors
- Move zebra crossing to where the path ends
- Limit disruption on flora on Little Palmer Street
- Remove 2 trees on Little Palmer to widen path
- Remove the unreliable lights in order to widen the path
- Remove the wood in the path which is a slip hazard
- Remove the curb in front of the Community Centre at the end of the path
- Create a curb cut so bikes can go immediately onto the street and not ride on the footpath
- Removing trees on Little Palmer will reduce shade cover
- Extend 30 km/hr to Abel Smith Street
- Improve lighting along this route
- Chokepoint between Octa Associates and the apartment block should also be addressed.
- Widen footpath on the North side of Raroa Rd bordering the Pukehinau Kiwifoot Reserve
- Introduce measures to slow cyclists
- Alter park so there is an uninterrupted grass area
- Add the two kerb ramps at Little Palmer
- Improve connection between Abel Smith and shared path on Karo
- Protect trees in the Abel-Smith/Palmer St lane
- Make cycleway continuous
- Ensure suitable crossing for bikes heading from Aro Park onto Aro St
- Monitored security cameras required in the park
- Pedestrians should have right of way
- Need good signage to indicate the pathway
- 2.5m is too narrow for bi-directional cycling and walking.
- Separate paths for cyclists and pedestrians
- Widen exit from Aro Park to Palmer St.
- Shift electrical service boxes where Able Smith and Little Palmer St meet.
- Remove parking space on Palmer st at the exit of Little Palmer St

# Detailed feedback: What do you think of the timing of the proposed approach?

What do you think of the timing of the proposed approach?

n= 254



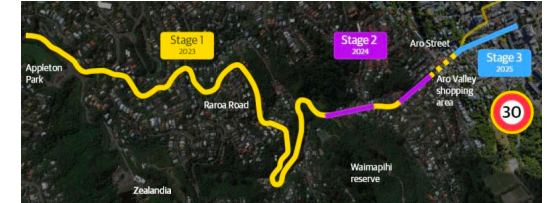
- Make the proposed changes more quickly
- The timing of the stages is about right
- Make the proposed changes more slowly
- Don't know

## Supportive themes:

- Just get on with it
- This will make it safer
- Encourages mode shift

## Opposing themes:

- Feedback on engagement/comms
- Concern of impact to residents
- Concern about loss of carparks



*Gets people out on alternative modes of transport and gives people time to figure out if they still need to find alternative car parking. Allows time for new rental tenants to know that change is coming and limited parking is available*

*WCC needs to ensure that the public transport in Aro Valley is efficient, reliable, regular and cheap ( ie WCC subsidised) if it wants to get people out of cars. This needs to be embedded before starting these changes which could make this route even more congested and dangerous*



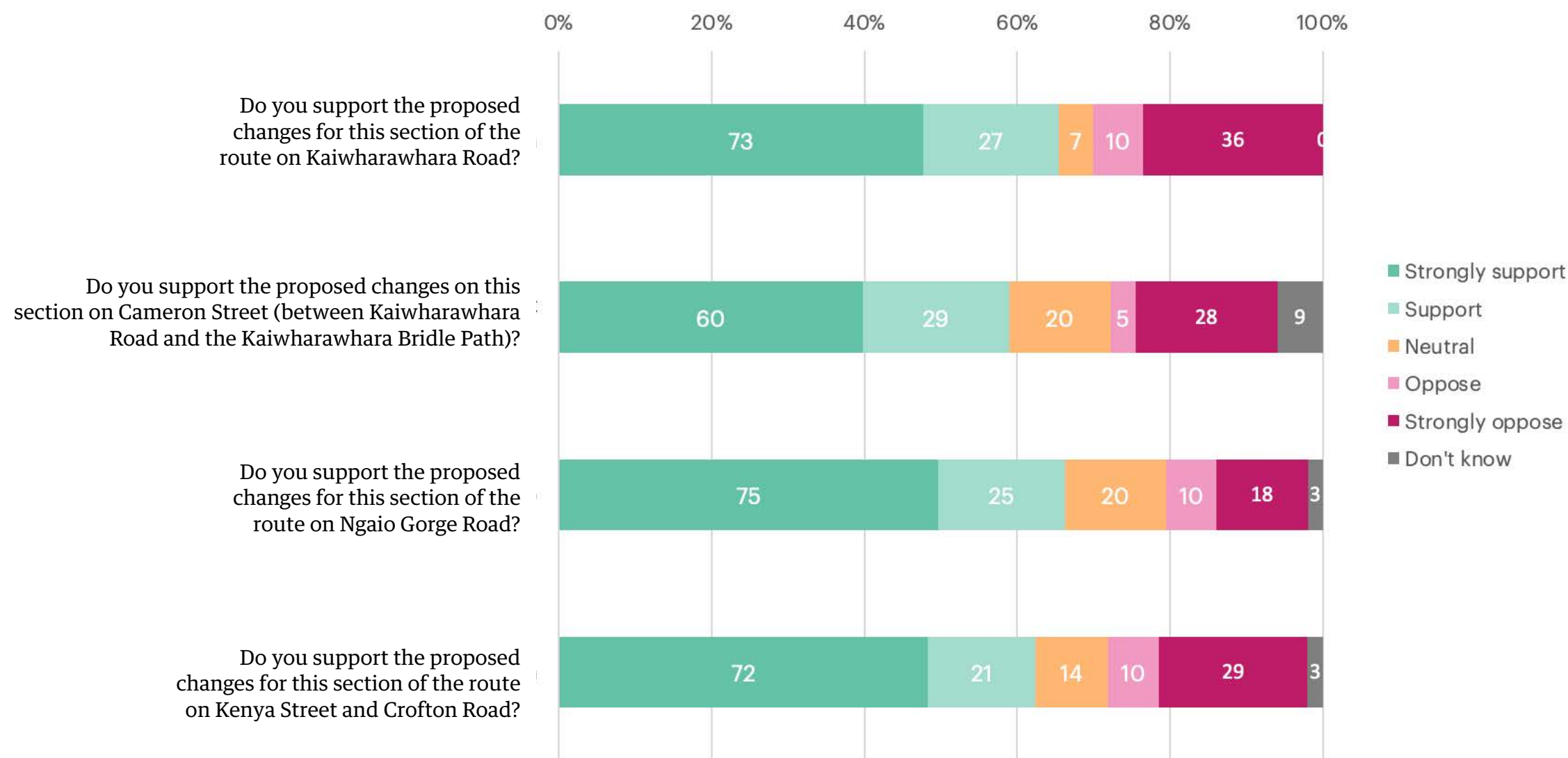
## Detailed feedback about Ngaio



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

1. Do you support the proposed changes for this section of the route on Kaiwharawhara Road?
2. Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?
3. Do you support the proposed changes for this section of the route on Ngaio Gorge Road?
4. Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?
5. What do you think of the timing of the proposed approach?

# Summary of support for aspects of Ngaio

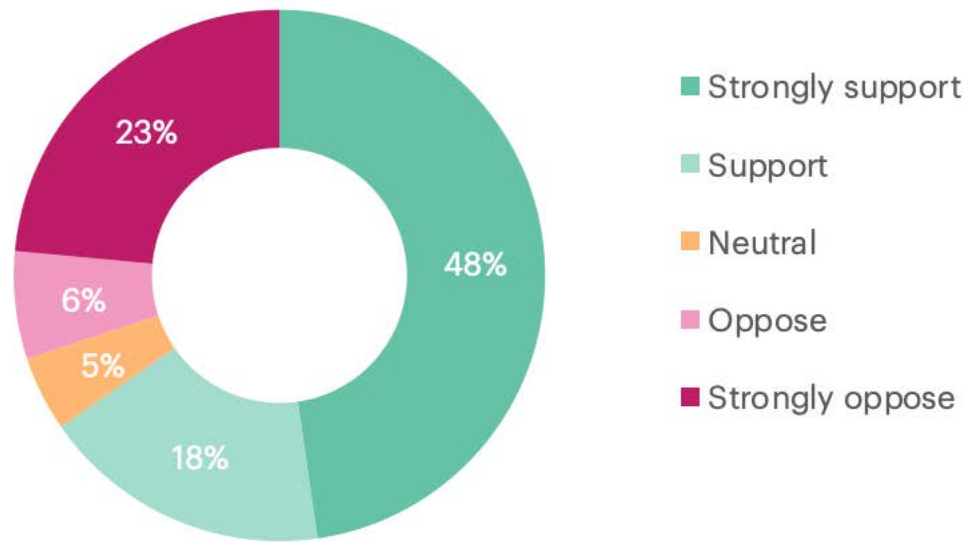




# Detailed feedback: Kaiwharawhara Road

Do you support the proposed changes for this section of the route on Kaiwharawhara Road?

n= 153



### Supportive themes:

- This will make it safer
- Make the cycleway protected
- Need more enforcement
- Concerns about safety

*Fantastic idea, making it much safer encourages more cyclists*

### Opposing themes:

- Concern about loss of carparks
- Concern about impact on/access to businesses
- Lack of clear data/rational

*I'm concerned about the flow on effect this will have on the bottom of Old Porirua Rd. this already has cars parking (illegally??) on the grass verge and in narrow lanes, further constraining access to/from old Porirua rd (as a resident who lives off old Porirua rd directly).*

# Specific design feedback: Kaiwharawhara Road

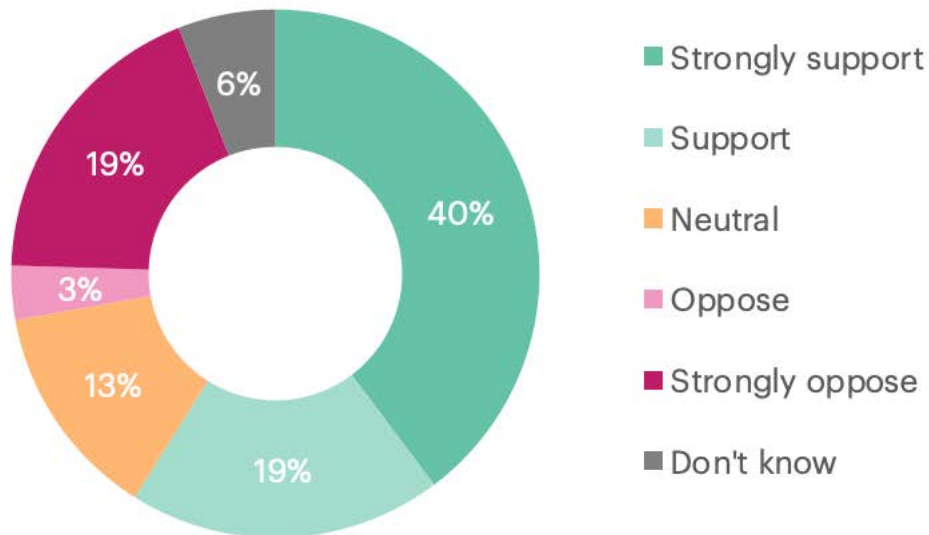


- Continue the protected cycleway through the Kaiwharawhara shops
- Make it safer for people on bicycles to cross the road and turn right into Cameron Street
- Add traffic calming to slow traffic on Cameron Street
- Address pinch points caused by car parking outside Hanging Around.
- Ensure the Ngaio Gorge road is well maintained and clear of debris
- Add pedestrian crossing to make it easier to cross Kaiwharawhara Road
- Install concrete buffers instead of the plastic separators
- Build more off-street parking and loading zones before Stage 3
- Do not use dividers to separate cycle lane from the main roadway
- Do not install speed bumps; do not raise pedestrian crossings
- Install signs to tell vehicles leaving car parks in the Kaiwharawhara business area to watch out for cyclists
- Add separated cycle lane on both sides of the road
- Use clearways during peak hours instead of installing cycleways
- Change 30 min parking to 60 minutes
- Make the bike lane wider; make it easier for bikes to pass stopped busses
- Retain all loading zones
- Retain parking on Cameron Street
- Do not extend clearways hours
- Reconnect Kaiwharawhara Road with the quieter School Road so people can bypass the busy section
- Reduce speeds on Cameron Street to 30kph
- Extend clearways and cycling protection so that it's 24/7
- Reduce speed through Kaiwharawhara business area to 30kph
- Reinstate the Kaiwharawhara train station/stop
- Extend the protected/separated cycleway all the way up the hill to Trelissick Crescent
- Do not have clearways on weekends
- Do not remove any short-stay parking used by cafes/businesses

# Detailed feedback: Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

Do you support the proposed changes on this section on Cameron Street (between Kaiwharawhara Road and the Kaiwharawhara Bridle Path)?

n= 151

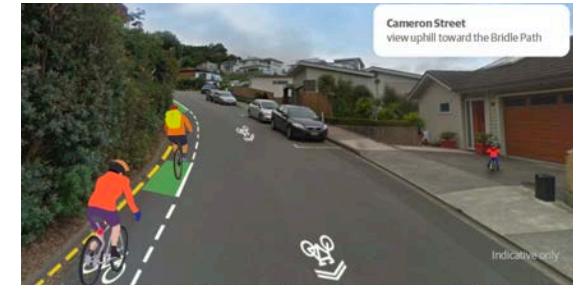


### Supportive themes:

- This will make it safer
- Scope of changes could be greater

### Opposing themes:

- Concern about loss of carparks
- Concern about safety
- Maintain and/or Improve Bridle Path



*Strongly support these changes. I cycle this route most days and believe these changes will make a substantial difference to the safety of cyclist on this route. I'd like to see more work done around the Marsh Way / Sanderson Way / Cameron Street intersection to slow traffic speeding up Cameron Street and turning straight into Marsh Way at speed.*

*Cycle lanes and cycle shoulders are no good... Be bold. It might be weird, but why not make the footpath a shared path for pedestrians and uphill only cycling? Make the path slightly wider and then add connections at the top and bottom... Add some signs on Curnow Way and Cameron st as well to indicate to cyclists and drivers that it's shared road space so proceed with caution.*

# Specific design feedback: Cameron Street

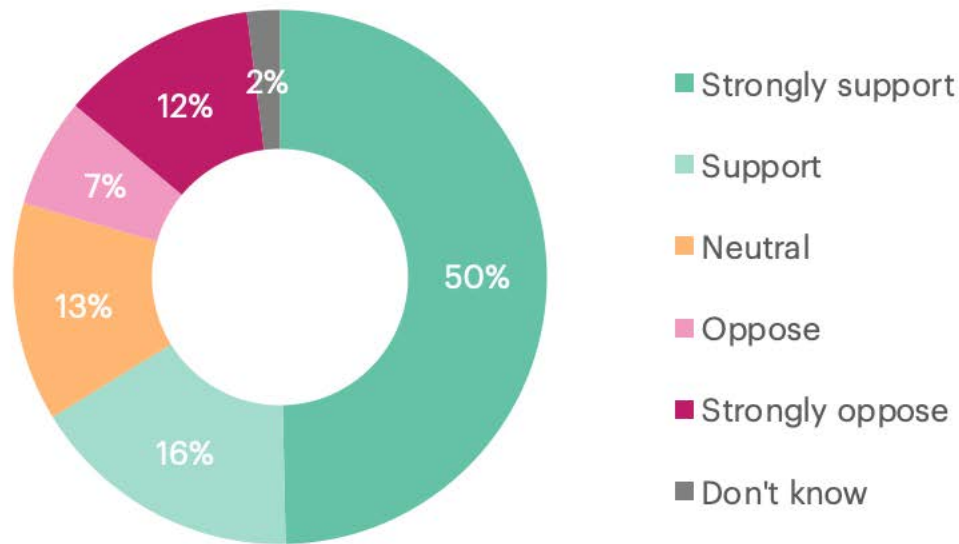


- Add signage pointing cyclists to the Bridle path
- Make the footpath a shared path for bikes and pedestrians on the uphill side
- Add traffic slowing measures to the Cameron Street/Marsh/Sargerson Way intersection
- Widen Bridal Path and encourage more usage
- Add measures to stop cars parking on the grass verge
- Consider Old Porirua Road for a cycleway; extend parking to P75
- Add an additional P60 park to bottom of Cameron Street
- Consider a cycleway through Kaiwharawhara Park to connect to Old Porirua Road
- Make Bridle Path safer by reducing cycling speeds and improving maintenance
- Do not use painted sharrows on downhill section as they are unnecessary and can be slippery when wet
- Ensure vegetation is maintained
- Increase safety of Bridle Park after dark
- Add a 'watch for cyclists' sign at the bottom of the hill; do not encourage use of Bridal Path as it is dangerous

# Detailed feedback: Ngaio Gorge Road

Do you support the proposed changes for this section of the route on Ngaio Gorge Road?

n= 151



### Supportive themes:

- Make the cycleway protected
- This will make it safer
- Good for pedestrians

### Opposing themes:

- Use alternative street for cycleway
- Concerns around sharrows
- Concern about safety



*I have been running up or down Kaiwharawhara road nearly every other day since we moved to Ngaio and this will make my commute much more pleasant and safer.*

*There must be dedicated cycle ways both uphill and downhill. Shared downhill with cars are a hazard and of no use. Please ensure separation of cycle lanes both ways is real and not paint on the road.*



# Specific design feedback: Ngaio Gorge Road



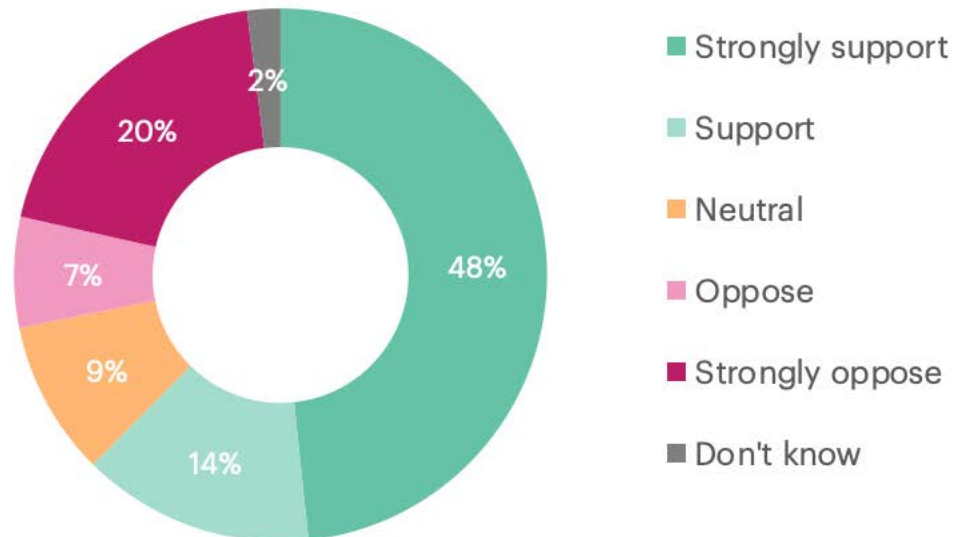
- Remove the South-side bus stop at the top of the hill
- Move the pedestrian crossing closer to Perth Street
- Add bollards to separate cyclelane
- Improve the Perth St/Ngaio Gorge Road intersection to make it safer for pedestrians
- Relocate the bus stop to further down Ngaio Gorge Road (at No 34)
- Ensure the pedestrian crossings are safe and visible (perhaps adding islands in the middle)
- Add a downhill bike lane
- Ensure the raised pedestrian crossing is not too steep for cyclists
- Consider more speed bumps to slow traffic speeds
- Add street lighting to the pedestrian crossing to make it safer at night
- Do not raise pedestrian crossing
- Use concrete, not plastic bollards to better protect cycle lane
- Add cyclelanes to both sides
- The separated cycle lane should go all the way to Trellissick Crescent
- Ensure pedestrians are visible given the blind corners
- Consider a different location for the new pedestrian crossing
- Use sharrows instead of a dedicated cyclelane
- Widen uphill cyclelane to allow for passing
- Add 'no overtaking cyclists' signs to discourage motorists from trying to overtake bikes
- Reduce speed through this entire area
- Increase separation of cycle lane from traffic near the Perth intersection; more signage reminding motorists to share the road with cyclists
- More paint to make it clear to motorists when cyclists will be taking the lane
- Widen the roadway to allow for everyone
- Remove sharrows as they are a danger to cyclists in wet weather
- Use physical materials to separate cycle lane (more than just paint)
- Add overtaking pockets to cycle lane to allow faster bikes to pass more easily
- Remove bus stops from cycleway, use raised tables and push bus stop into traffic lane and let bikes pass on the inside
- Widen footpaths on Ngaio Gorge Road and make them shared paths
- Widen footpaths around Trellissick Crescent and make them shared paths

# Detailed feedback: Kenya Street and Crofton Road



Do you support the proposed changes for this section of the route on Kenya Street and Crofton Road?

n= 149



### Supportive themes:

- This will make it safer
- Make the cycleway protected
- Scope of changes could be greater
- Concern about loss of carparks

*Overall, strongly support. I am very pleased to see the crossing being raised - it is very dangerous and have personally witnessed a person being injured there. Also pleased with the 30km/h. I think the removal of the car parks will cause chaos, but I'm sure we will eventually learn to live with it.*

### Opposing themes:

- Concern about loss of carparks
- Concern about impact on residents
- Concern about impact on/access to businesses

*In general I strongly support, but think more consideration of parking for the takeaways business need to be given. This could be a clearway on the opposite side of the road, to provide evening parking for the shop's customers. The area outside the shop could have more parking at weekends.*

# Specific design feedback: Kenya Street and Crofton Road

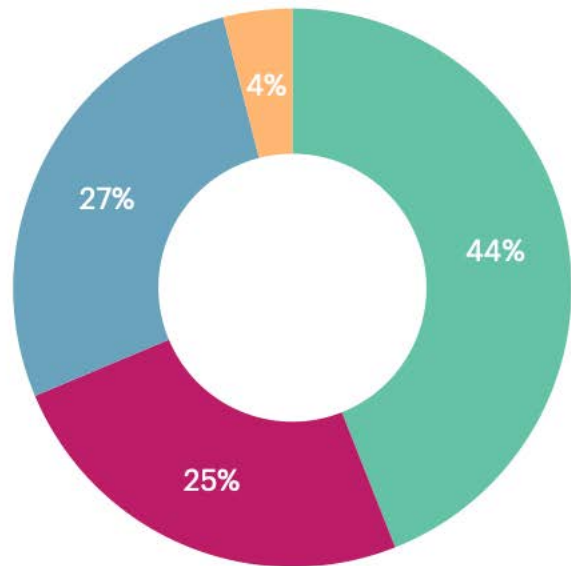


- Add barriers to protect cycleway
- Add cycle lanes to both sides of Kenya Street
- Add traffic calming to reduce speeds in this area
- Add signage and yellow paint to make it clear that parking on cycleway is not permitted
- Extend 30kmph further
- Raise existing pedestrian crossing outside tennis courts
- Add more carparks for the fish & chip shop
- Consider clearways to support the takeaways businesses
- Add signs to discourage cars from overtaking cyclists using downhill sharrows
- Support property owners to build off-street parking
- Remove parking from both sides of the road
- Ensure raised pedestrian crossing is not too steep for cyclists
- Widen the roadway to make more room for everyone
- Do not use sharrows as dangerous when wet
- Consider using the berm to retain some parking
- Add protected lane to both sides of Kenya Street
- Do not remove so many carparks
- Move the carparks to the uphill side of the road to avoid risk of 'dooring' to downhill cyclists
- Do not remove the car parks to accommodate the No.26 bus as it is infrequent

# Detailed feedback: What do you think of the timing of the proposed approach?

What do you think of the timing of the proposed approach?

n= 150



■ Make the proposed changes more quickly

■ The timing of the stages is about right

■ Make the proposed changes more slowly

■ Don't know

## Supportive themes:

- Just get on with it
- Scope of changes could be greater
- Support for the staged approach

## Opposing themes:

- Concern about loss of carparks
- Concern about impact on/access to businesses
- Feedback about Comms/Engagement
- Lack of clear data/rational



*The current set up is dangerous for people on bikes and micromobility, and pedestrians. Changes to improve the safety of vulnerable road users shouldn't be delayed.*

*The longer the construction period, the greater the chance of legal challenges, project delays, and increased construction costs. Get it right, do it fast*

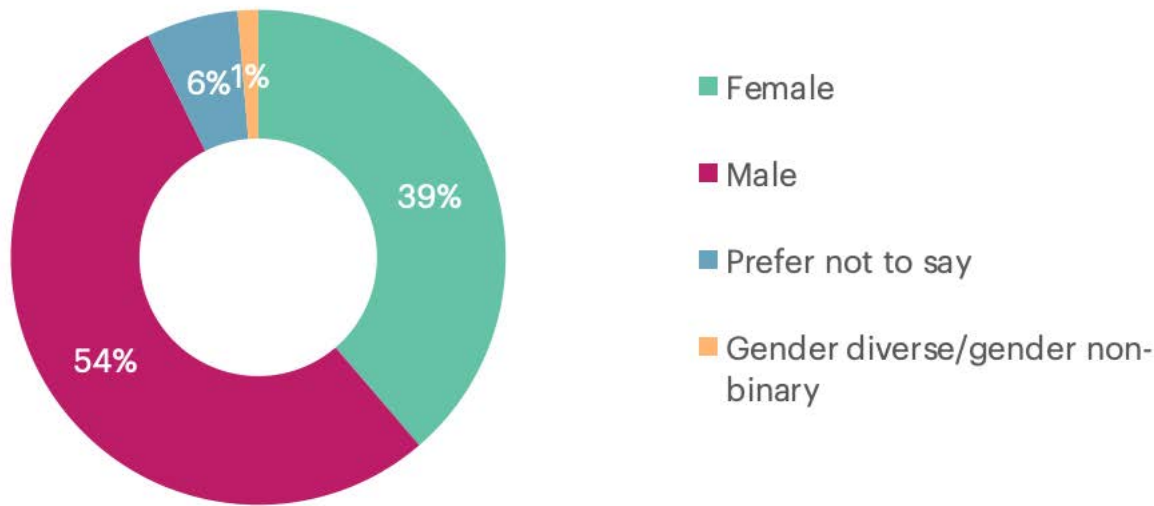
## **Who we heard from**



# Demographics

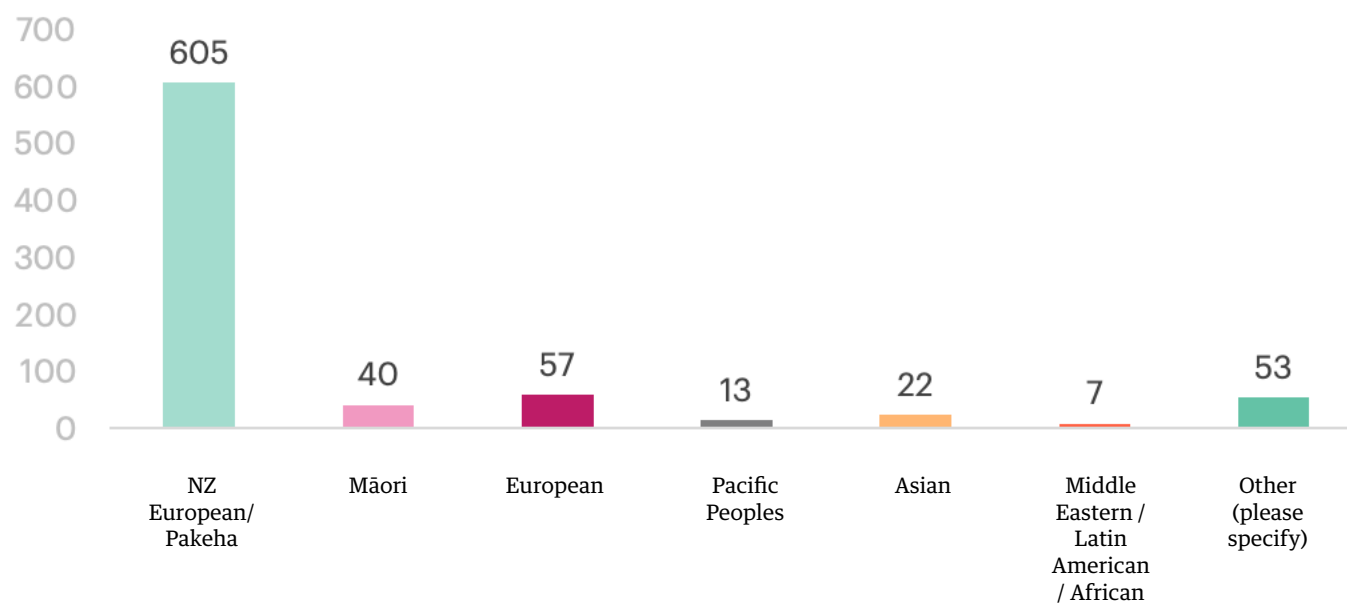
Please choose the gender that best identifies you:

n= 749



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

n= 743



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

**81% of respondents** identified as NZ European/Pakeha

**5%** identified as Māori

**8%** identified as European

**2%** identified as Pacific Peoples

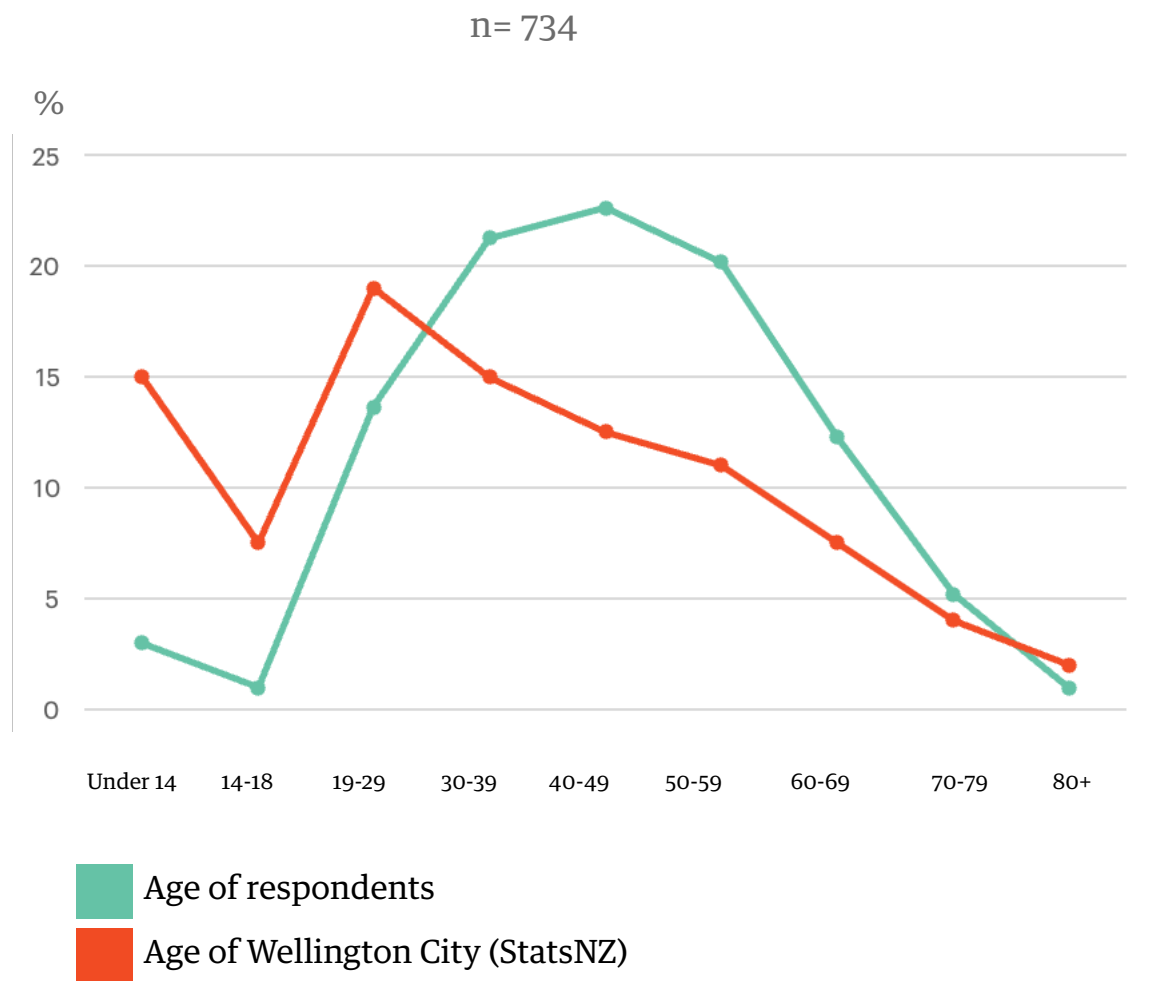
**3%** identified as Asian

**1%** identified as Middle Eastern / Latin American / African

**7%** specified another ethnicity

# Age groups

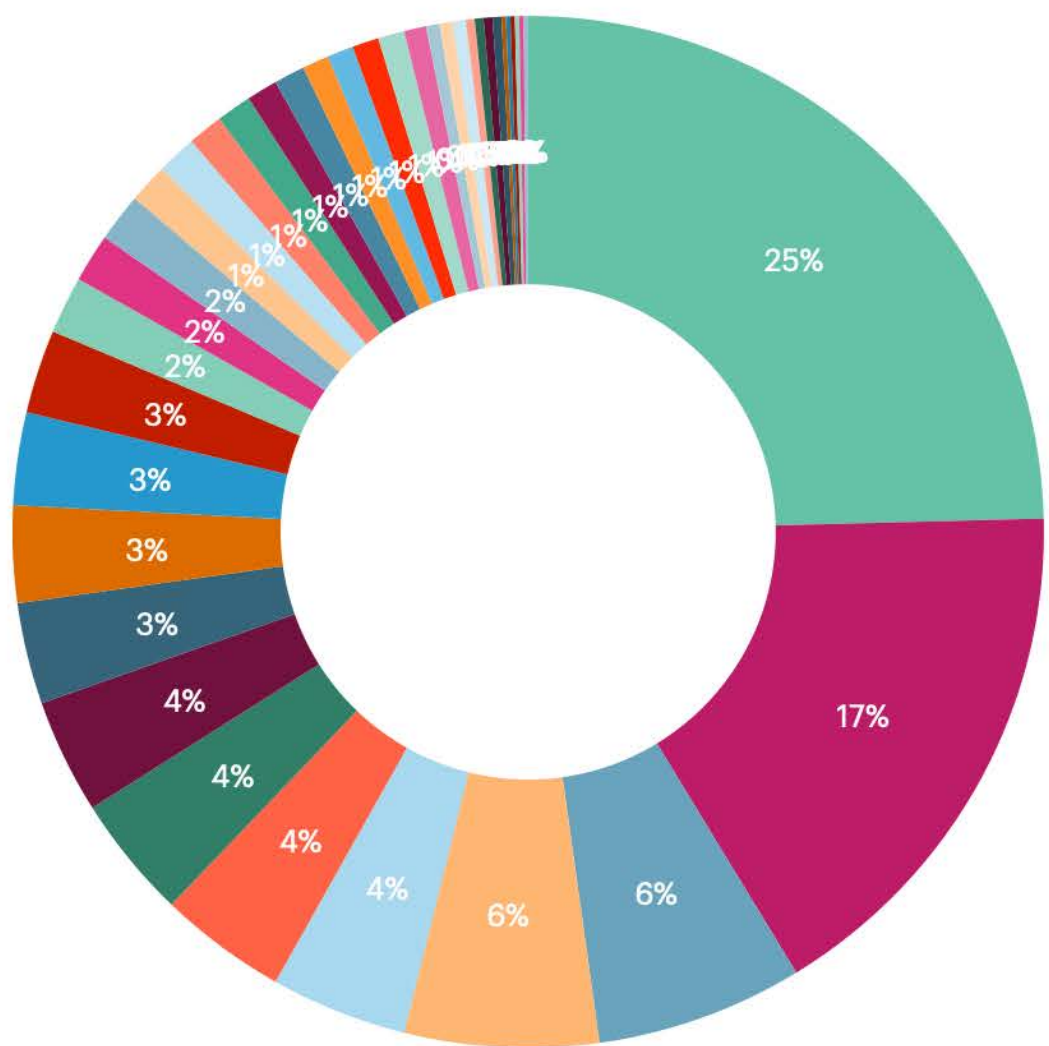
Please choose the age group you belong to:



# Which suburb do you live in?

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

n= 724



178	Aro Valley	11	Johnsonville	3	Churton Park
121	Ngaio	11	Mount Cook	3	Broadmeadows
47	Brooklyn	9	Wadestown	3	Melrose
44	Karori	9	Hataitai	2	Southgate
31	Kelburn	8	Mount Victoria	2	Owhiro Bay
29	Highbury	8	Vogeltown	2	Newlands
28	Other	7	Berhampore	2	Seatoun
26	Khandallah	7	Island Bay	1	Maupuia
23	Kaiwharawhara	6	Kilbirnie	1	Tawa
22	Newtown	6	Wilton	1	Strathmore Park
21	Northland	6	Thorndon	1	Lyall Bay
19	Te Aro	6	Miramar	1	Roseneath
13	Crofton Downs	5	Wellington Central	1	Oriental Bay

## Organisations and schools we heard from

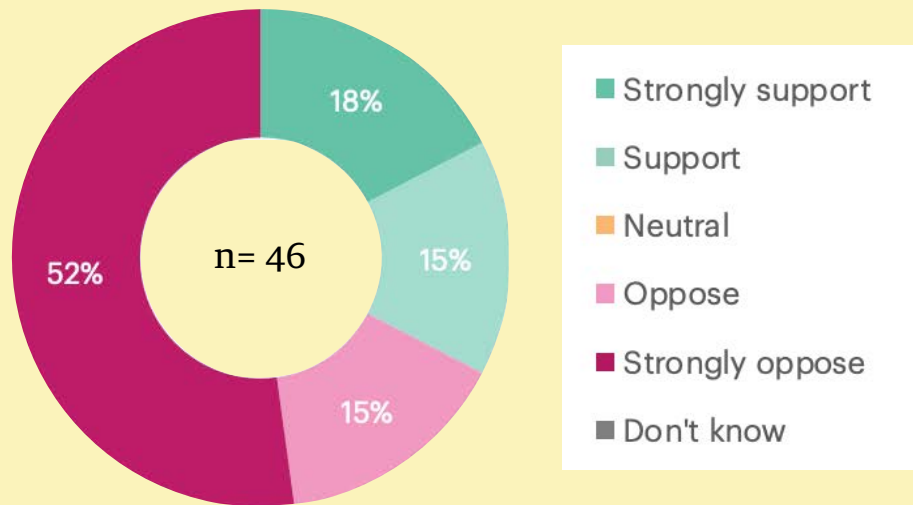
Abel Odor	Bus and Coach Association
Cameron Harrison Butchery & Delicatessen	CAN
Crofton Road Dairy	Cycle Wellington
Delivery Drivers	Disabled Persons Assembly
Fire and Emergency New Zealand	Ngaio Crofton Downs Residents Association
NZAA	Our Climate Declaration
Scipio Firth Trust	SWET
Tickadeeboo Insideout Design LTD	VUWSA
WCC Environmental Reference Group	

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

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

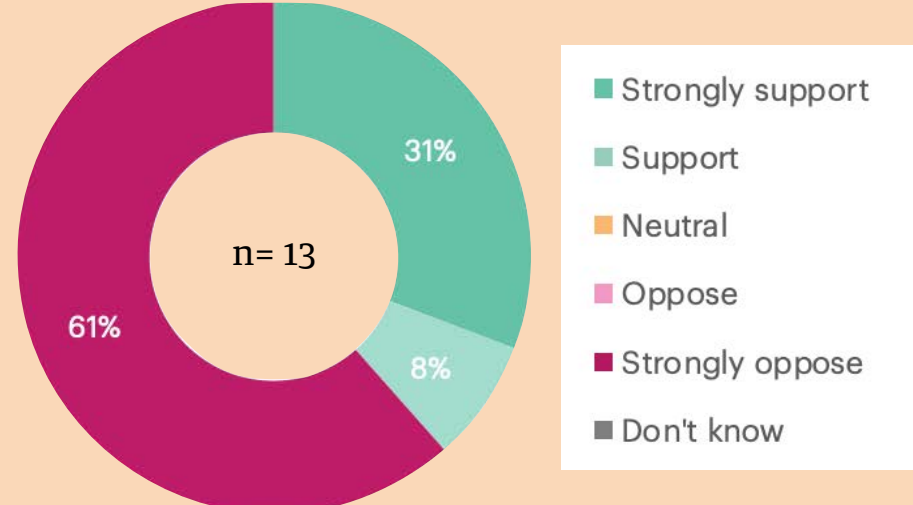
## Aro:

Do you support the overall proposed changes to the Aro Valley Connection route?  
[These include traffic resolution TR179-22]



## Ngaio:

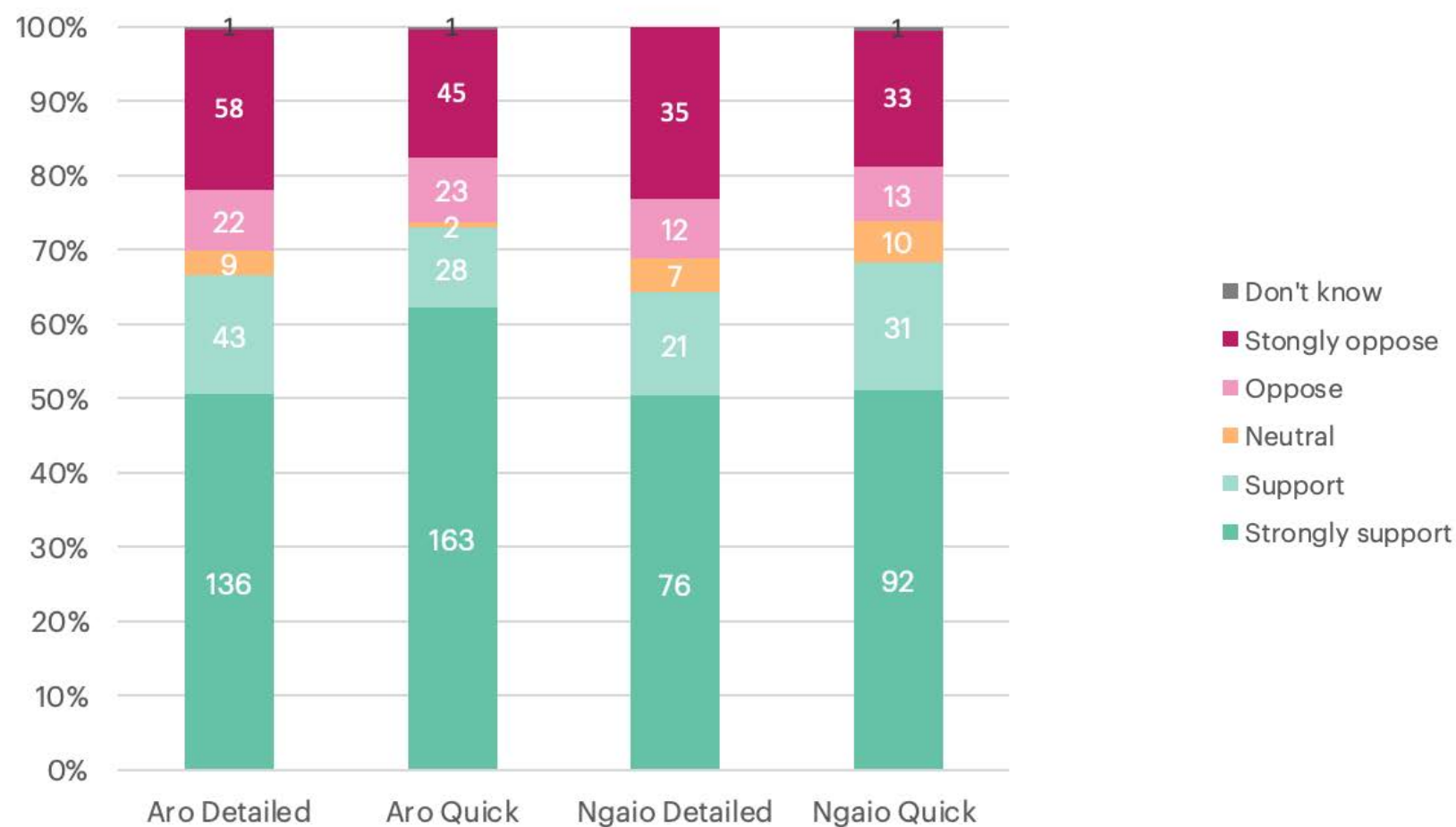
Do you support the overall proposed changes to the Ngaio Connection route?  
[These include traffic resolution TR180-22]





# Overall support based on type of feedback

What did we hear?



## **Other engagement activities**

## Community drop-ins, events and school engagement

We hosted seven drop-in sessions and events along the route during the consultation period. Over 150 community members took the opportunity to engage with staff during these sessions. 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.

### Events were held in:

- Aro Park
- Cummings Park (Ngaio) Library
- Victoria University, Kelburn Campus
- Immigrant Son Cafe, Ngaio Gorge
- Saint Michael's Church, Kelburn



# Community drop-ins, events and school engagement

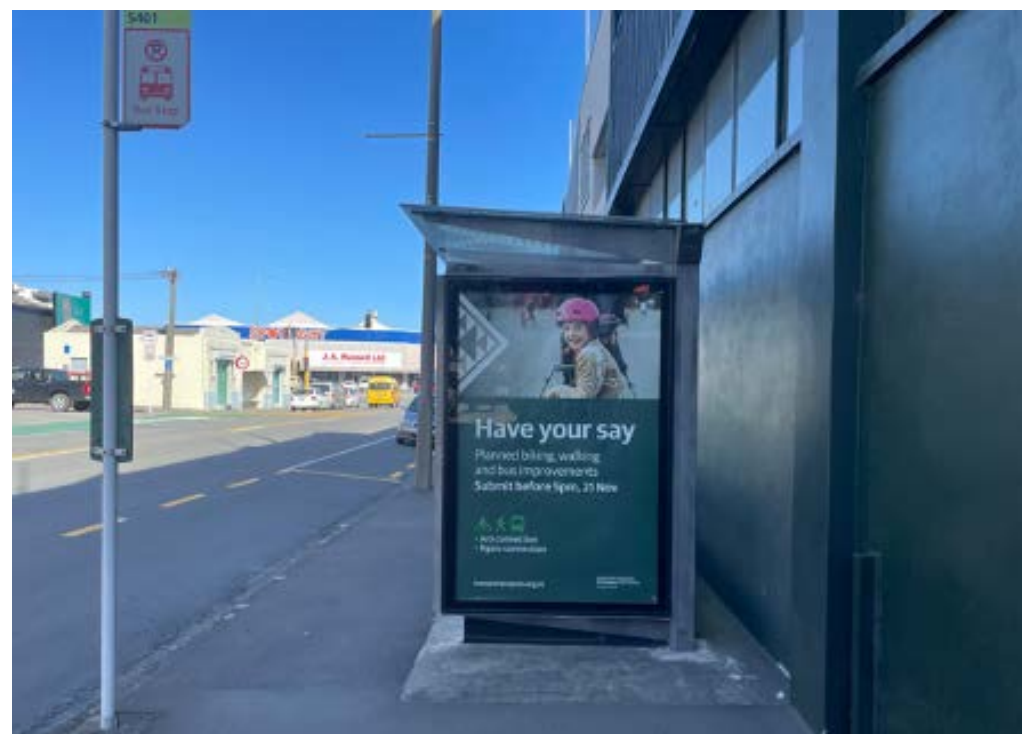




## Promotion and advertising

The consultation was promoted through media, email, radio advertising, Dominion Post ad, 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.





## **Appendix: theme definitions**

# Theme name explanations

Theme name	Theme explanation/example
Benefits drivers	Comments suggesting that the proposed changes will be good for people using private motor vehicles
Concern about pedestrian/bike conflict	Comments raising concerns that the proposed changes will result in unsafe interaction between cyclists and pedestrians
Concern about cyclist behaviour	Comments suggesting that cyclists will not ride as expected (eg in the cyclelane, slowly through the park, stopping at intersections etc)
Concern about impact on/access to businesses	Comments expressing concern that the proposed changes will have a negative impact on business (including difficulty accessing businesses)
Concern about loss of carparks	Comments expressing opposition to the reduction in number or availability of carparks
Concern about safety	Comments expressing concern that the proposed changes will not be safe enough for cyclists or pedestrians
Concern about vehicle/bike conflict	Comments raising concerns that the proposed changes will result in unsafe interaction between cyclists and vehicles
Concern changes are happening too quickly	Comments indicating concern that the changes are happening too quickly
Concern for residents in the area	Comments expressing concerns about the impact that the proposed changes will have on people living in the area
Consider impact on people with mobility/accessibility issues	Comments highlighting the need to consider people with mobility issues or disabilities
Encourages mode shift	Comments suggesting that the changes will encourage people to shift from using vehicles to using bikes or buses
Feedback on engagement/comms	Comments suggesting the engagement approach is biased, flawed or could be improved

# Theme name explanations

Theme name	Theme explanation/example
General opposition to the proposed changes	Comments showing a general opposition for the proposed changes (this includes comments about the proposal being a 'waste of money').
General support for the proposed changes	Comments showing general support for the proposed changes
Good for health	Comments suggesting that the proposed changes will have a positive impact on health
Good for pedestrians	Comments indicating that the proposed changes will be positive for pedestrians
Good for the environment	Comments suggesting that the proposed changes will have a positive impact on the environment
Improve/change public transport	Comments suggesting that Council should do more (or do instead) to improve public transport (eg buses)
Just get on with it	Comments encouraging Council to 'just do it' and speed up delivery
Lack of clear rationale/data	Comments suggesting there is a lack of data to back up the proposed changes (includes the belief that there aren't enough cyclists to justify the change)
Leave it as it is	Comments advocating that the Council makes none of the proposed changes and leave the area as it is.
Make cycleway protected	Comments expressing concern about the lack of separation between cyclists and vehicles
More enforcement needed	Comments which suggest that more Council enforcement is needed (eg to remove cars from cycleways, slow cyclists down, increase signage)

# Theme name explanations

<b>Theme name</b>	<b>Theme explanation/example</b>
Only benefits cyclists	Comments suggesting the proposal will only benefit people on bicycles
Scope of changes could be greater	Comments suggesting that the solution could be improved by doing more (eg make less compromises, remove more carparks, extend the solution further)
Specific design feedback	Comments that contain specific feedback to improve the proposed changes
Specific parking feedback	Comments that contain specific feedback on the type or duration of parking that should be considered in certain areas
Specific speed feedback	Comments that contain specific suggestions regarding speed limits in the area (eg reduce further, expand the zone etc)
Support for staged approach	Comments indicatating support for the staged approach
This will be good for business	Comments suggesting that the proposed changes will have a positive impact on businesses in the area
This will connect the network	Comments expressing support for the changes because they help connect to the bike network
Specific concerns about sharrows	Comments expressing concerns about how safe or how well sharrows work
This will make it safer	Comments advocating that the proposed changes will have a positive impact on safety
Maintain/improve Bridle Path	Comments suggesting that the Bridle path could be improved/better maintained
Use alternative street for cyclelane	Comments that advocate thant an alternative street or route be used
WCC does not listen	Comments suggesting that the Council does not listen to or genuinely seek feedback