



# Berhampore to Newtown

Consultation summary  
12 September - 8 October 2023



**1151**

submissions  
received

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

## Consultation summary

The purpose of this document is to summarise community feedback received about the Berhampore and Newtown pedestrian, bike and bus improvements 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. The Berhampore to Newtown connection is the final link of the entire southern route connecting Island Bay to the Wellington waterfront at Waitangi Park.

This consultation is the latest phase of ongoing work with stakeholders and the community. Over 360 pieces of feedback informed the design proposals that went out for consultation. The community have had opportunities to engage with the project online, in-person meetings, and drop-in sessions.

The community was consulted on the traffic resolution between 12 September to 8 October 2023. We sought feedback about the specific walking, bike and bus changes proposed for the area. We also took feedback on proposed speed limit changes to Luxford Street and additional off-street car parking for Wakefield Park users.

## Consultation summary

We had **1151** submissions from individuals and organisations that provided feedback on the proposal. The feedback from submitters was overall more supportive. 62% of submitters strongly supported or supported the overall proposed street changes and 33% either opposed or strongly opposed. 69% believed that it is very important or important 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 changing the speed limits, and there was clear support with 66% strongly supporting or supporting the safer speeds proposed for Luxford Street.

Similarly for the proposed off-street parking for Wakefield Park users, 66% either strongly supported or supported this idea and 12% strongly opposed or opposed.

We received a lot of detailed information about the route described in the proposal. This has been summarised in this report.

## How many responses did we get?

# 1151

Submissions were made  
by individuals, schools,  
or organisations

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.

### 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. 13 duplicate submissions were identified, combined or removed.

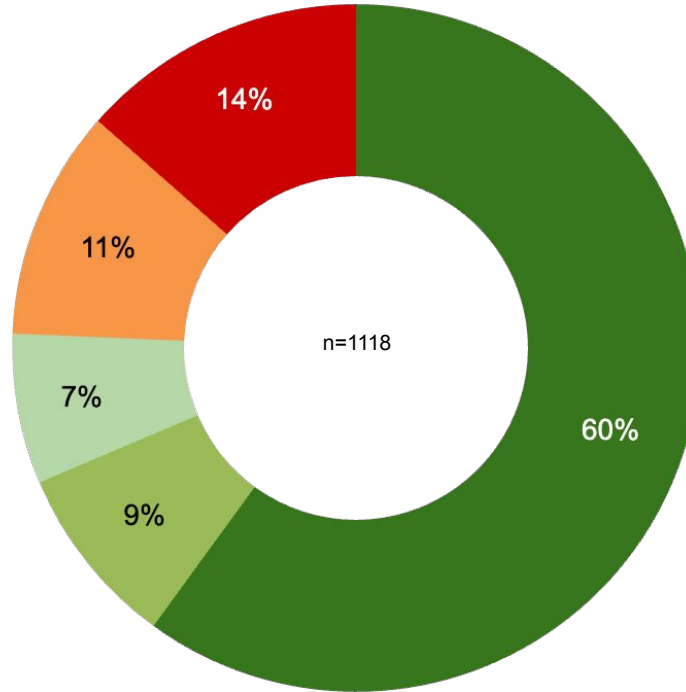


## **What we heard**

## 69% of respondents think it is important to change our streets

n=1118

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



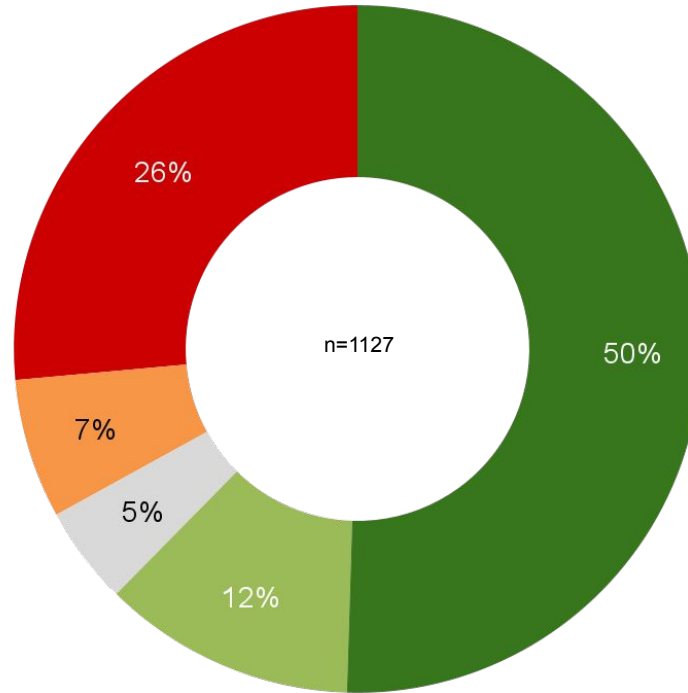
**69% of all respondents** think it is important or very important to change our streets.

- Very important
- Important
- Moderate importance
- Low importance
- Not important

## 62% of respondents support the overall proposal

n=1127

Do you support the overall proposed bus, bike and pedestrian changes between Berhampore and Newtown?



**62% of all respondents** support or strongly support the proposal.

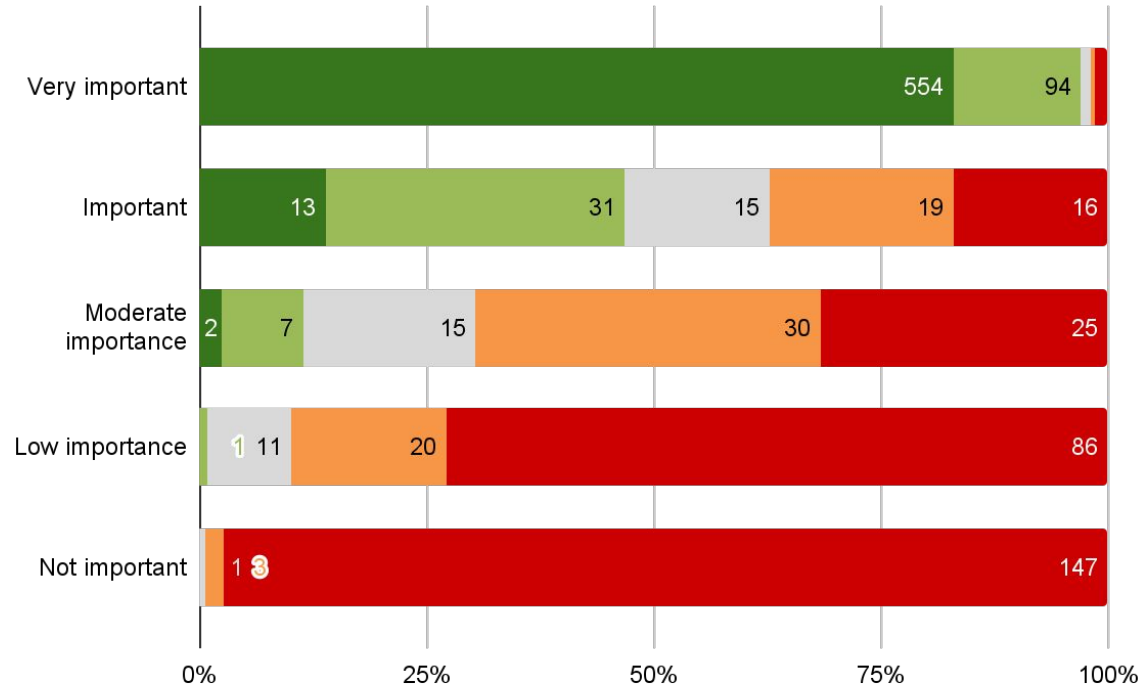
- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose

# Support for the proposal aligns with opinion about the city goal question

n=1110

- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose

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

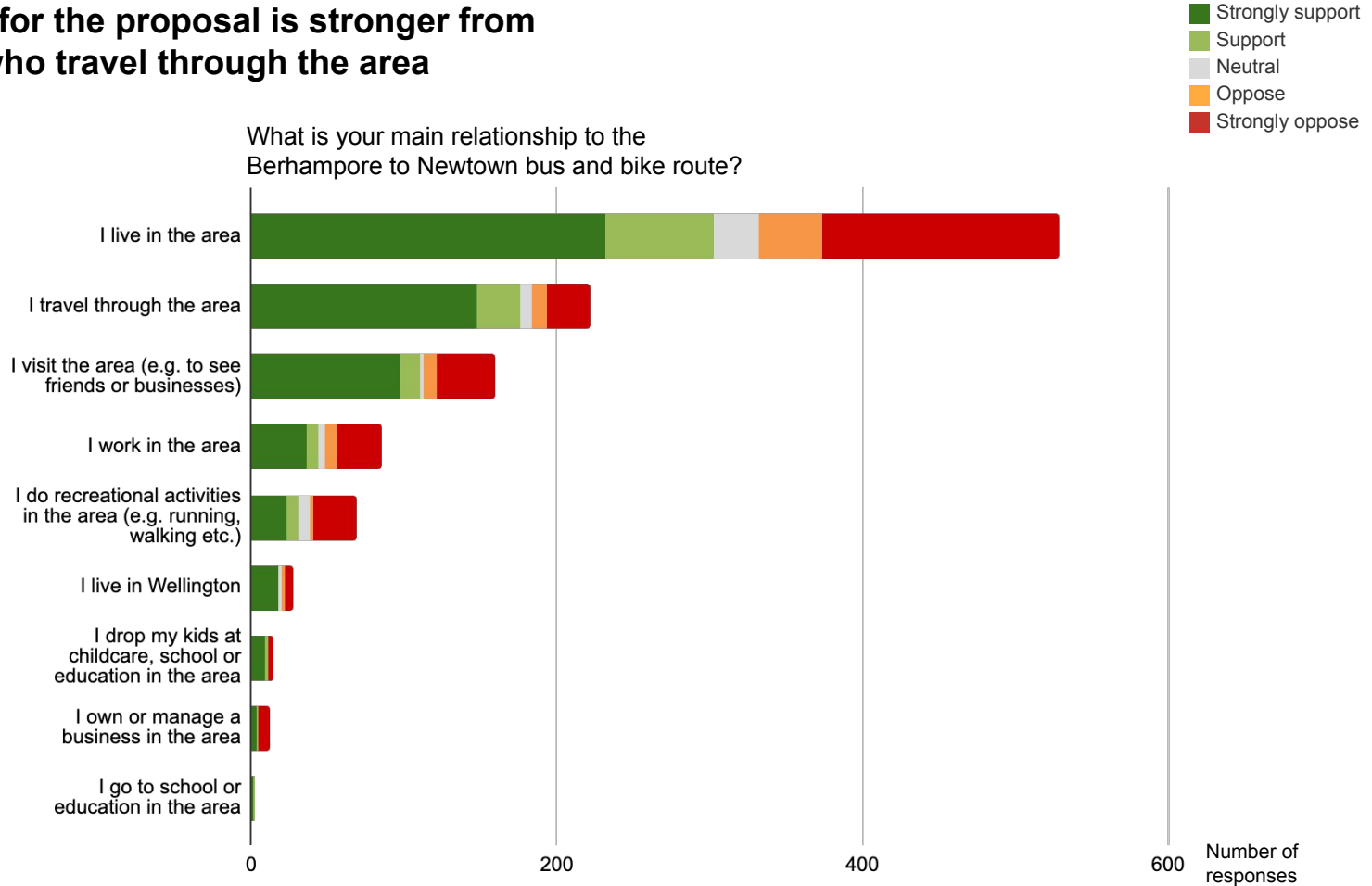


Respondents who think it's important to change our streets support the proposal, and vice versa.



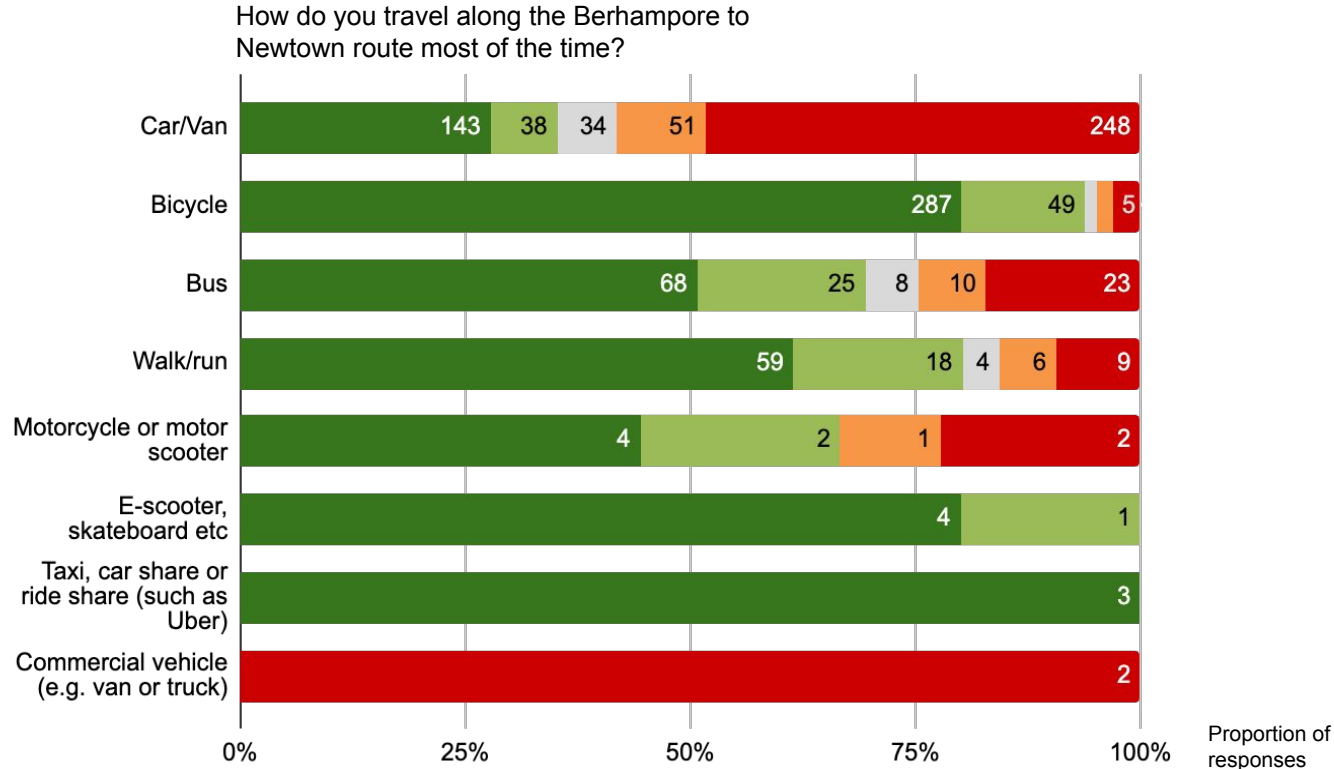
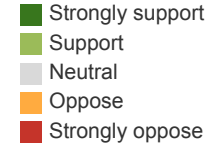
# Support for the proposal is stronger from people who travel through the area

n=1122



## Support for the proposal differs by main mode of transport

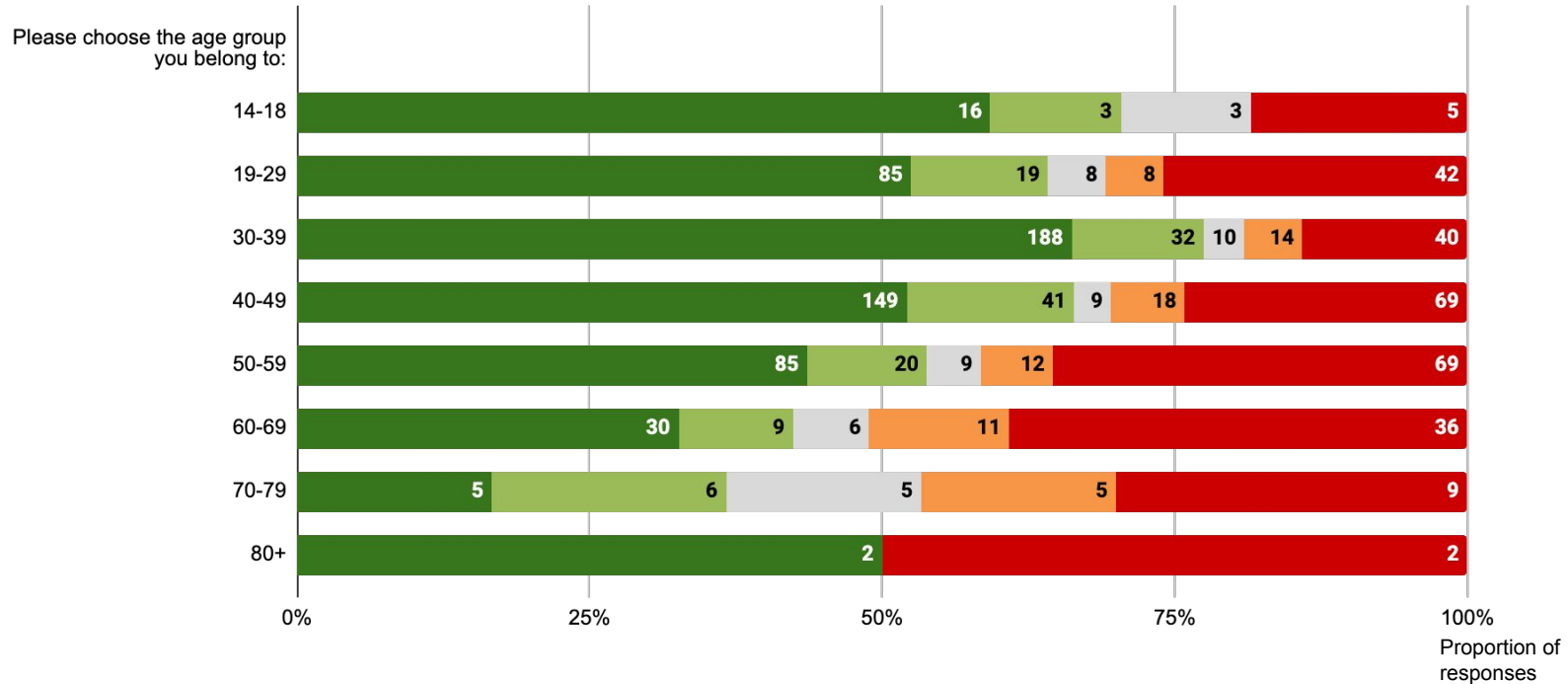
n=1122



# Support is strongest from respondents aged 30-39

n=1080

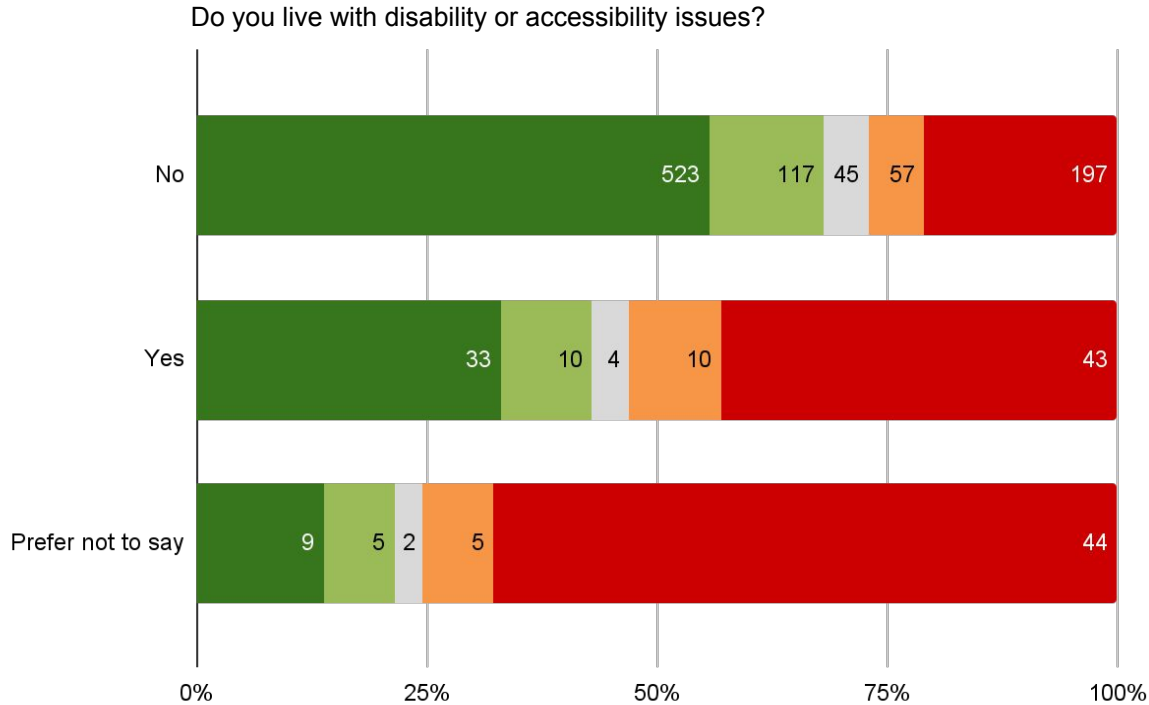
- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose



# People who live with a disability or accessibility issue are less supportive of the overall proposal

n=1104

- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose

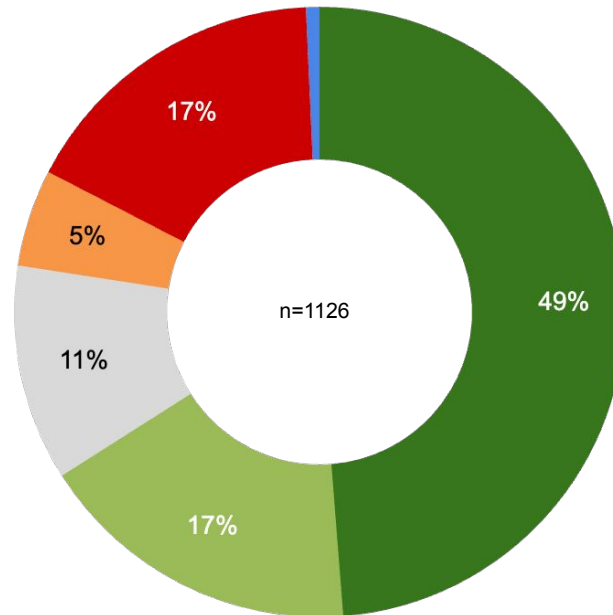


We received feedback from **100 people** who said they lived with a disability or accessibility issue.

## There is strong support for the proposed speed changes on Luxford St

n=1126

Do you support the proposed speed changes on Luxford Street?



**66% of all respondents** support or strongly support the proposed speed changes.

- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose

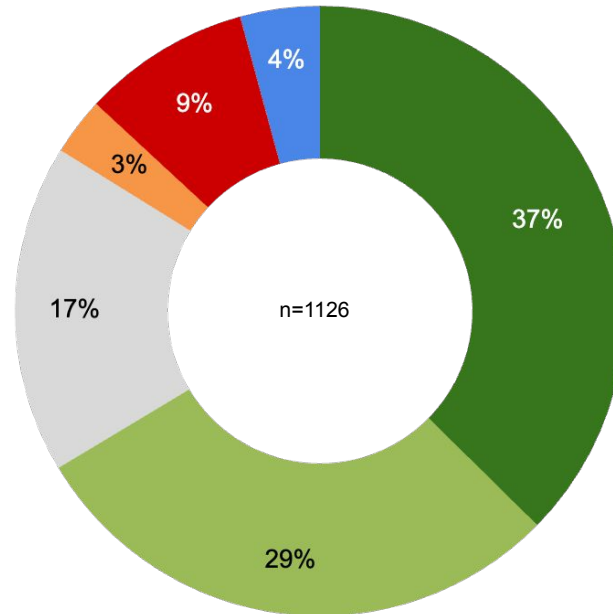


# **Wakefield Park**

## There is support for the additional off-street car parking for Wakefield Park users

n=1113

Do you support the proposal for additional off-street car parking for Wakefield Park users?



**66% of all respondents** support or strongly support the proposed parking.

- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose

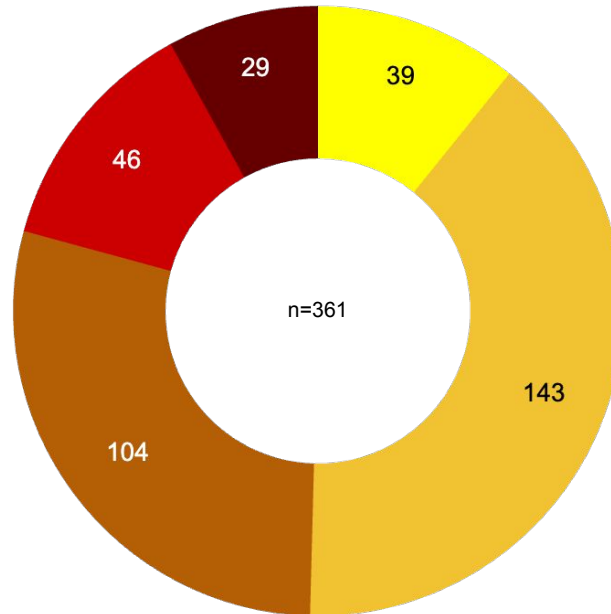
## Half of the people who drive and park at Wakefield Park stay for two hours or more

n=361

If you drive to and park at Wakefield park, how long do you normally stay?

**Note:**

“I don’t park there” and “Don’t know” answers are excluded from the graph



**50% of respondents** that park at Wakefield Park stay for two hours or more.

- Under 1 hour
- 1 to 2 hours
- 2 to 3 hours
- 3 to 4 hours
- More than 4 hours



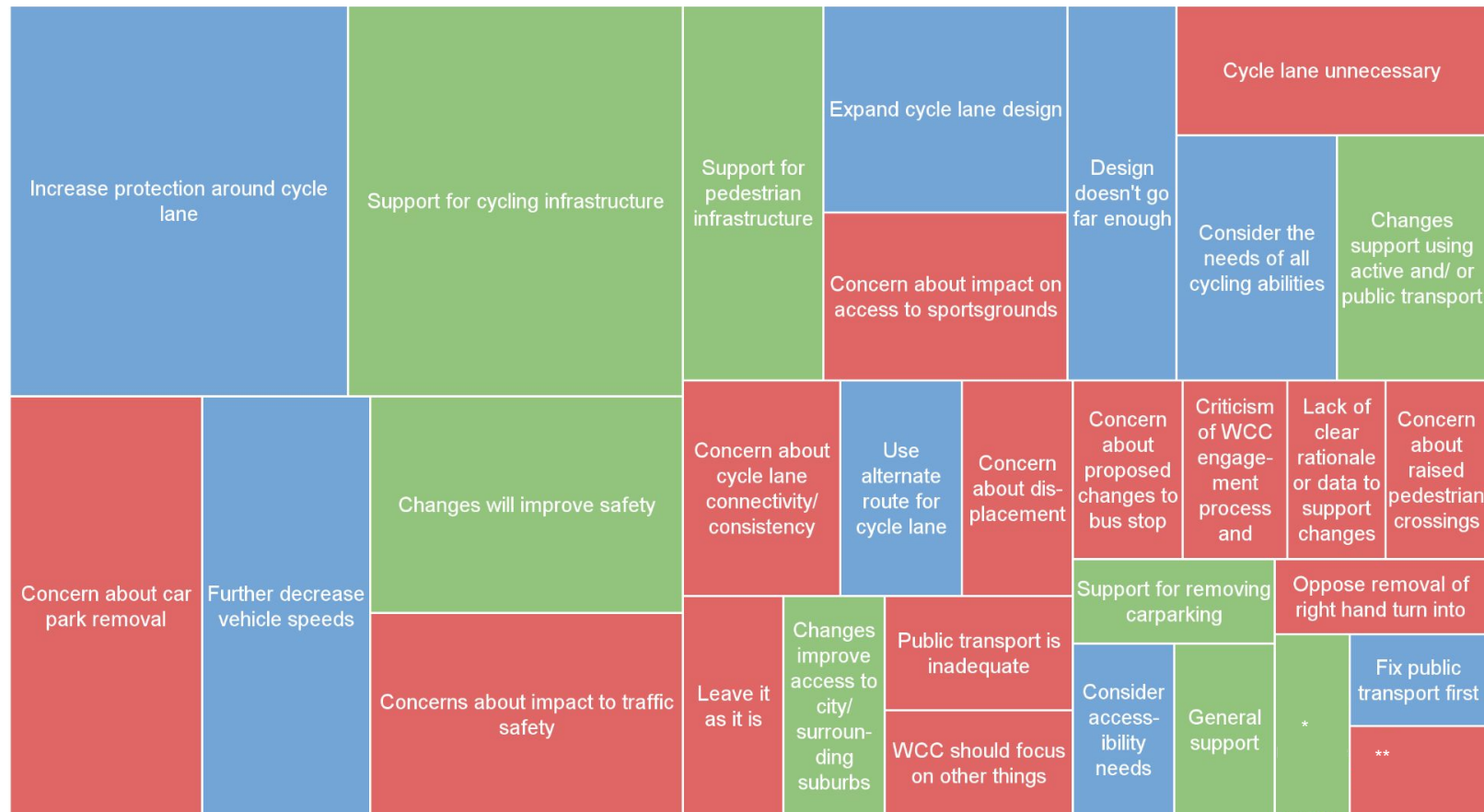


# Themes

# Themes in overall comments from all respondents

Themes from people who commented on the proposal are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes that were mentioned fewer than 20 times are not shown.

Concern/opposed themes    Suggestions    Supportive themes



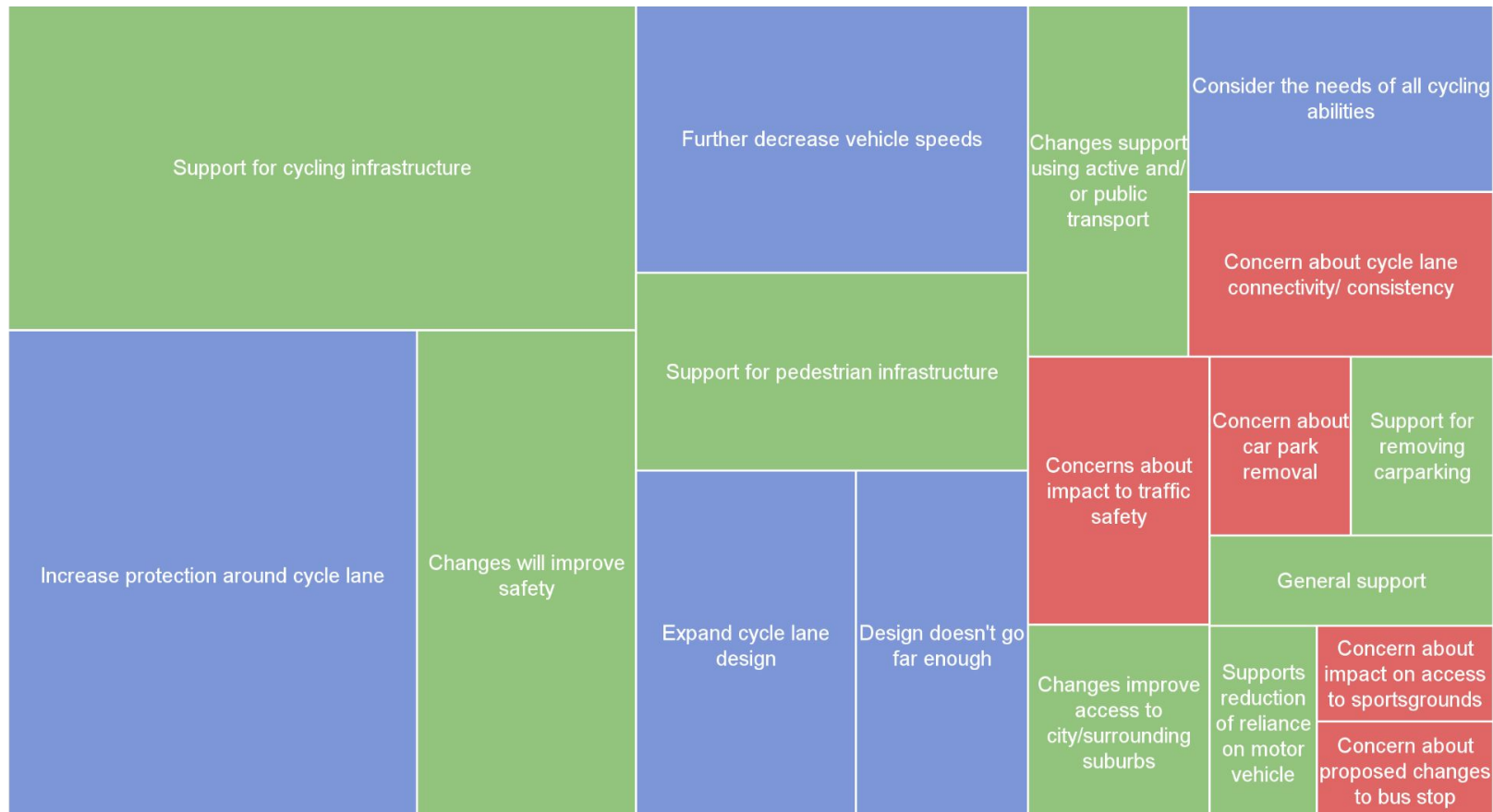
\*Supports reduction of reliance on motor vehicle

\*\*Concern about impact on and/ or access to businesses

# Themes in overall comments from all people who support the changes

Themes from people who 'support' or 'strongly support' the proposal are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes that were mentioned fewer than 20 times are not shown.

■ Concern/opposed themes 
 ■ Suggestions 
 ■ Supportive themes



## Themes in overall comments from all people who oppose the changes

Themes from people who 'oppose' or 'strongly oppose' proposal are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes that were mentioned fewer than 20 times are not shown.

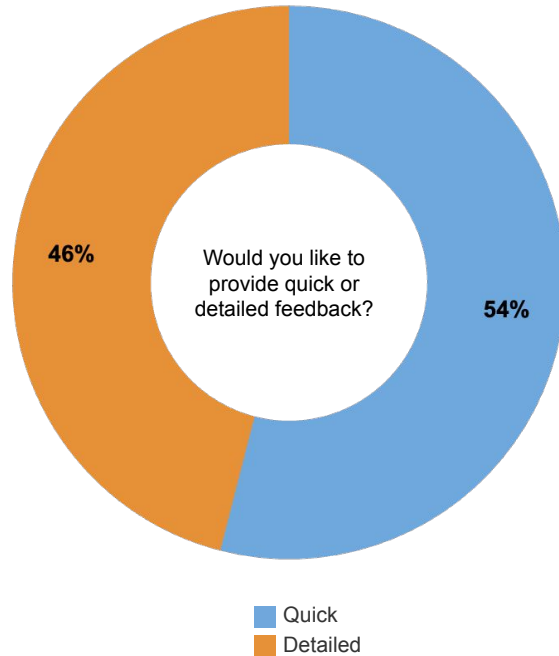
■ Concern/opposed themes ■ Suggestions





## **Detailed feedback**

## Detailed feedback



Submitters could choose whether they wanted to provide quick (54%) or detailed (46%) feedback.

**524 respondents chose to provide detailed feedback on the proposal.**

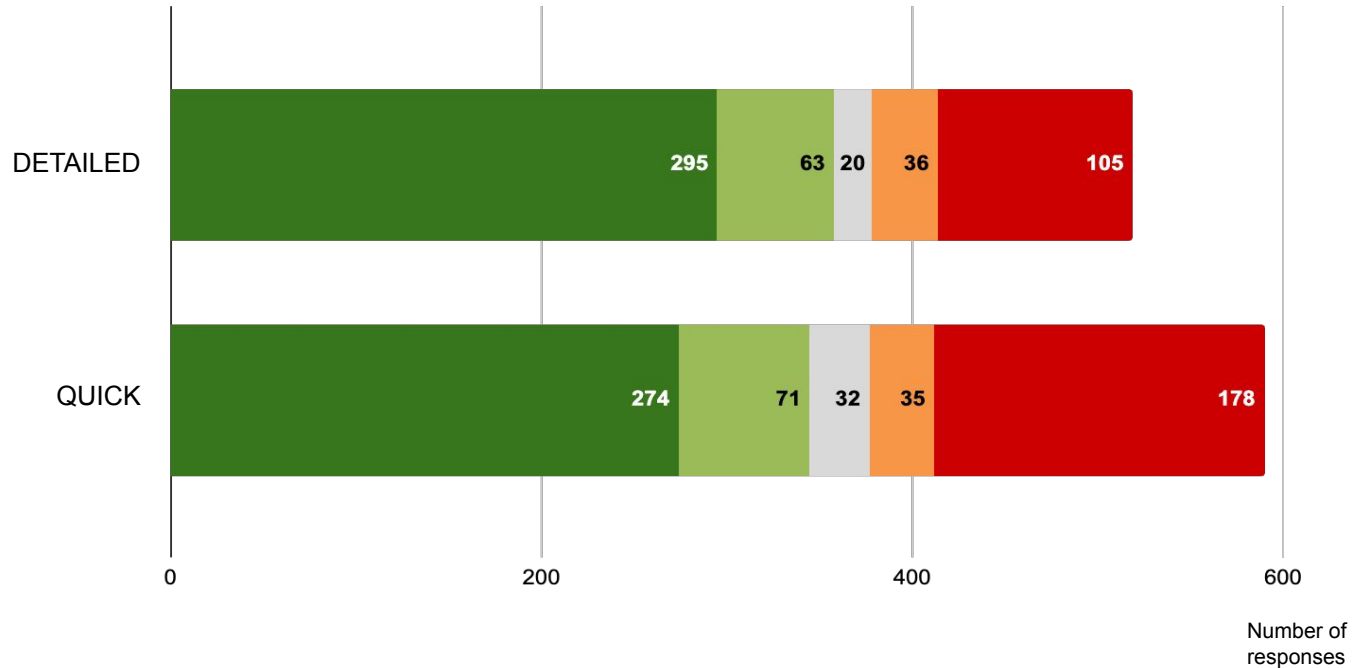
These respondents were asked about different sections of the proposed route as well providing feedback on the intended impacts of the proposal.

## Respondents who provided 'quick' feedback were overall less supportive

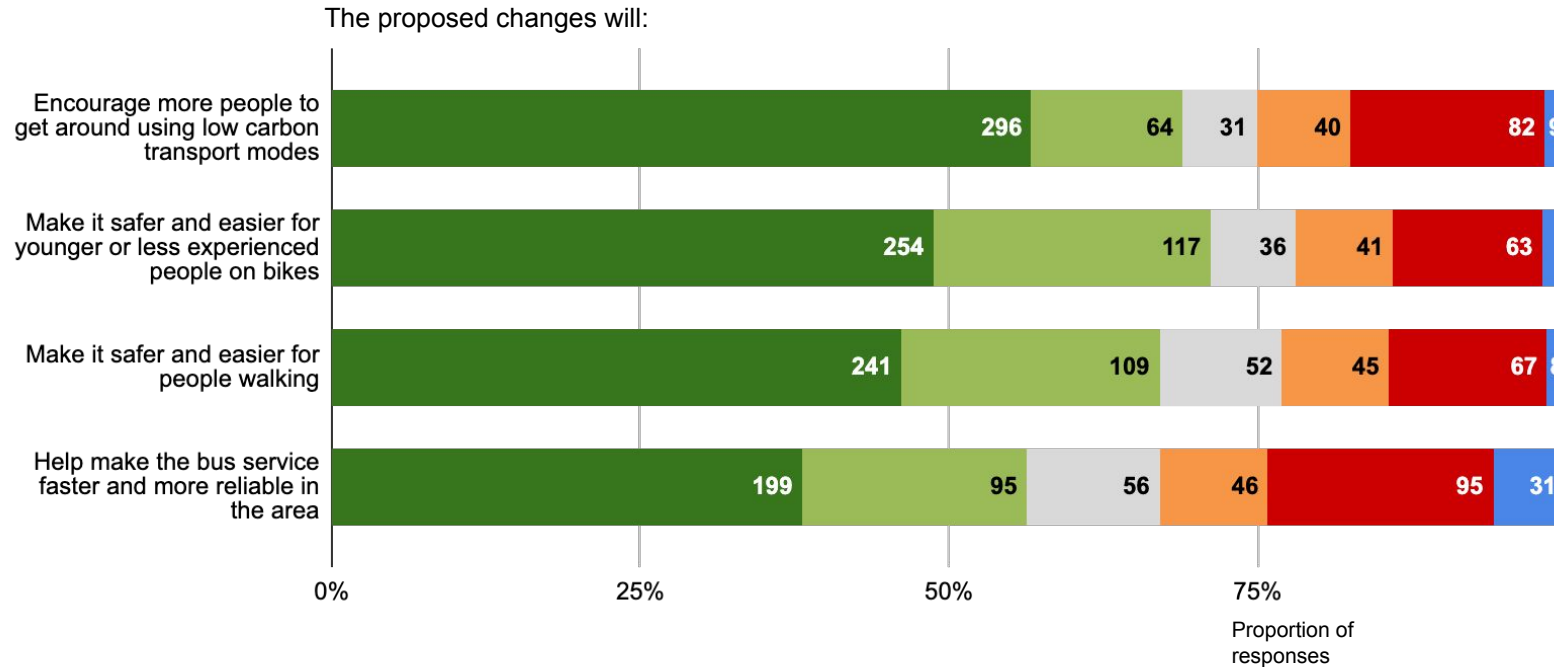
n=1142



Would you like to share quick or detailed feedback about the proposed bus, bike and pedestrian improvements?

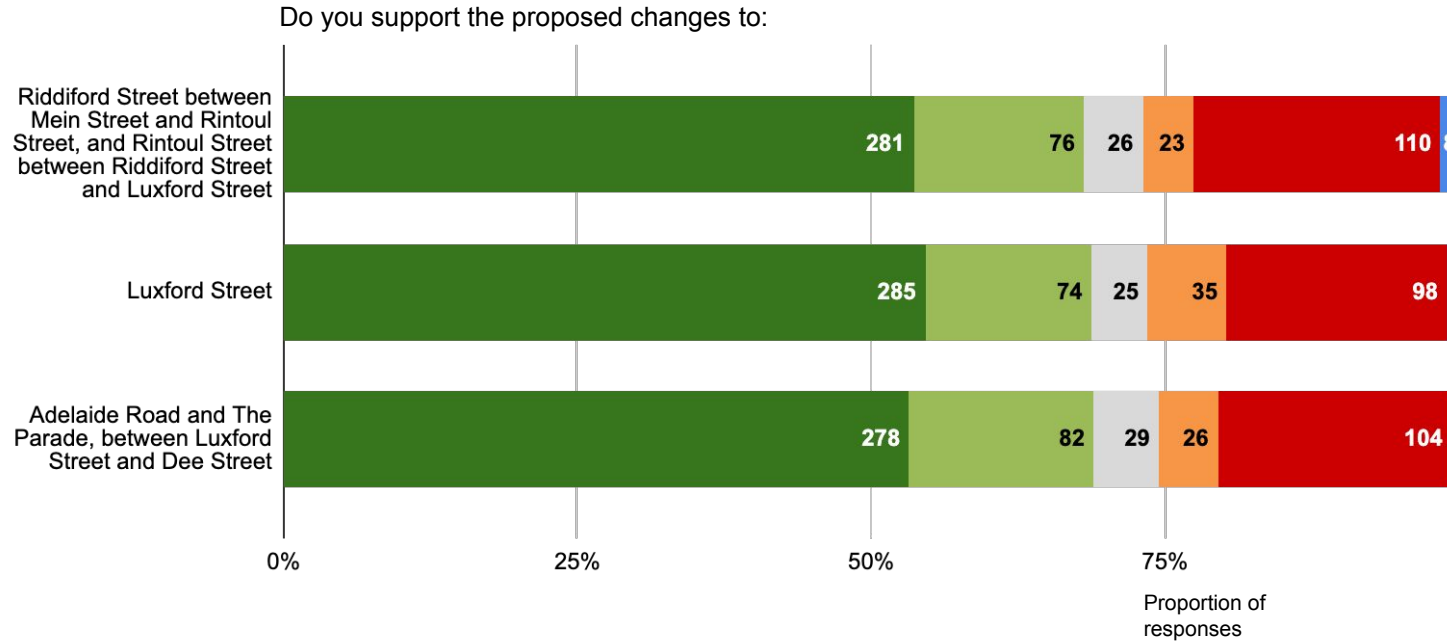


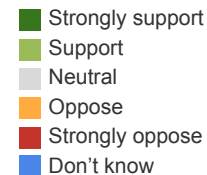
## Feedback on the different impacts of the proposed changes





## Level of support is consistent across all parts of the proposed route

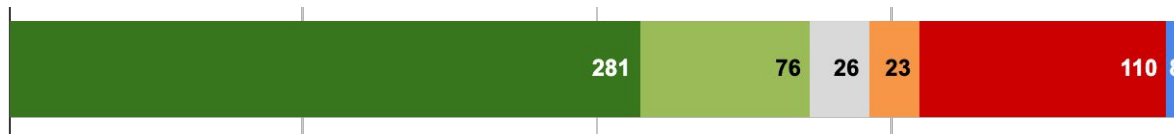




## Detailed feedback:

### Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street

Do you support the proposed changes to Riddiford Street and Rintoul Street:



“One of my parents lives in this area, and 99% of the time I go visit them is by bike. Since the Newtown to City bike lanes have been installed, I have absolutely spent more time with them since for example it is safer to ride home when it is dark so I feel safe staying longer before returning by bike to my other parent's house. [...]”

Great to have separated cycle lane along here as it's quite tight at the moment. I'd prefer on both side, but think it's a good compromise to have only in uphill through here so as not to loose all parking. Also good to see extra pedestrian crossings.

“This is a really compromised design. I am strongly in support of changes to improve cycling but these are changes that will only support cycling for confident adults. Failing to have cycle lanes on both sides of the road mean children and people who are not already confident in traffic will not take up cycling. This design does not represent value for money because it will fail to attract the number of people that it could. [...]”

“I think it's unfair to make households with no off-street parking bare the financial brunt of the creation of a separated cycleway. [...] Residents pay for parking through their rates, so they should have a least one free park outside or near their homes. Otherwise one set of citizens is subsidising another. Use speed limits, speed bumps, etc, but don't add further costs to ratepayers who may need to park nearby their dwelling.”

## Detailed feedback:

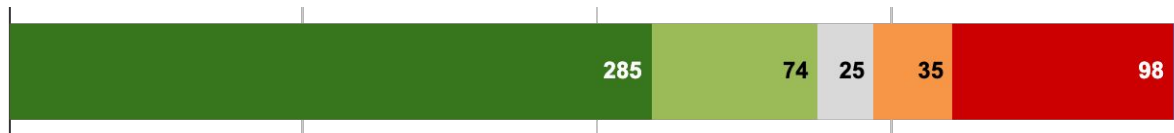
### Riddiford Street between Mein Street and Rintoul Street, and Rintoul Street between Riddiford Street and Luxford Street

- Do not install raised bus stop bypass
- A separated cycle lane on each side of Rintoul St
- Relocate mobility car park on Rintoul St
- Add raised pedestrian crossings to Riddiford S
- Reduce speed limit to 30 km/h when lane is shared
- When cycle lane ends, allow generous space for transition to shared lane
- Create more space for cyclists at the corner of Luxford and Rintoul streets
- Move bus stop 6119 in-lane
- Downhill cyclists (in shared lane) should not be placed alongside parked vehicles. Move these parks on roadside of uphill (cyclelane kerbside).
- Make Rintoul St and Luxford St one-way southbound, and Adelaide Rd northbound. Creates room for bi-directional cycle path.
- Remove car parks on Rintoul, between Colombo St and Riddiford St, creating space for cyclists.
- Hook turn box when turning right from Riddiford St to Rintoul St inadequate
- Dedicate one footpath to walking, and the opposite footpath to cycling
- Install speed bump at curve on Rintoul St near 89.
- Reroute to Russell Tce to lower impact of car park removal
- Give cyclists at Riddiford/Mein/Hall streets a longer advance signal to allow them to cross lanes to prepare for right hand turn onto Rintoul St
- Remove car parks at curve on Rintoul St (80-100) to allow space for uphill cycle lane to remain separated
- Install speed bump near 177 Rintoul St
- Make the intersection of Luxford/Rintoul streets a roundabout.
- Make Dawson St and Blythe St one way downhill.
- Reduce pavement width at Duppa St/Adelaide Rd to create a passing area
- Do not remove right turn for vehicles from Rintoul St to Te Wharepouri St (use footpath to make room for cycle lane)
- Hook turn from Adelaide Rd right into Luxford St is not big enough
- Install low black/yellow speed bump at all side street intersections to slow vehicle approach speeds
- Create loading zones near the medical centre to allow to patient drop off/pick up.

## Detailed feedback:

### Luxford Street

Do you support the proposed changes to Luxford Street:



“I often walk from Wakefield hospital to Berhampore along this route and usually I walk due to the lack of efficient crossing options. I support the changes. Adding bike lanes also improves pedestrian safety.”

“You are mixing buses and bikes, please don't on these narrow busy streets. Put the bikes through the green belt, along Hanson St etc. This will greatly increase usability so we can have a SAFE cycle way which is accessible to young riders and less confident casual riders like myself. [...] commuter type cyclists are the only ones that will be using the currently proposed version of the cycle way - it is too dangerous and will remain too dangerous for everyone else.”

“Removing the right hand turn from Luxford St into Rintoul St will definitely make me feel more safe on my bike. Great idea about the judder bars at the BP! I walk past there with my kids all the time and it's so nerve wracking - never sure if a car is going to come barrelling through the petrol station. Agree that the bus stops can be consolidated - it's infuriating being on the bus too and having to stop every hundred metres!”

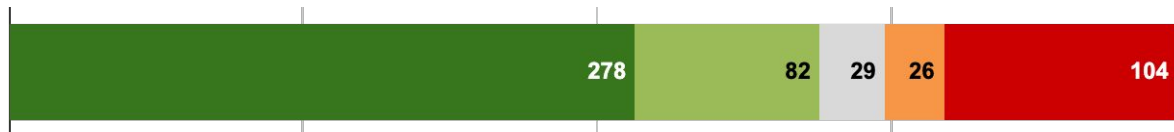
“[...] many houses do not have off street parking. It will mean that other roads will be congested as where will people park their cars otherwise. Have you consulted with these other streets - I suspect not as you have not consulted with the people of these streets. [...] And the liveability for these residents will be significantly reduced. Not to mention the impact it will have on the shops nearby - as you can tell I do not believe your statistics that businesses are not affected by reduced parking.”

## Detailed feedback: Luxford Street

- Shift bus stop 6124 from Luxford St to Adelaide Rd
- Do not remove bus stop 7125
- Do not move bus stop 7123
- Reroute cycleway via Martin Luckie Park to Dover St
- Close slip lanes to slow vehicle speeds
- Reroute cycleway to continue on Adelaide Rd
- Make cycle lane bi-directional
- Ensure adequate buffer between cycle lane and parked cars
- Make cycle lane width at north corner of Luxford St and Rintoul St wider.
- Make allowance for cyclists turning right from Luxford St to Rintoul St
- Prevent vehicles cutting corner at Luxford St and Rintoul St
- Signal phase changes at Luxford St and Adelaide Rd to prioritise pedestrians.
- Signal phase changes at Luxford St Adelaide Rd to give vehicles travelling south a longer phase
- Remove trees on Luxford St
- Keep right hand turn from Luxford St onto Rintoul St
- Create shared lane on southern side of Luxford to prevent car park removal
- Keep P10 outside laundrette on Rintoul St
- Shift car park removal and cycle lane to opposite side of Luxford St to keep more parking
- Add right hand turn signal at Britomart St and Adelaide Rd.
- Add right hand turn signal at Rintoul St and Te Wharepouri St
- Greater use of traffic calming devices, specifically speed bumps in wider area
- Create roundabout at Luxford St and Rintoul St
- Pedestrian signal (when crossing Adelaide Rd (N) at intersection with Luxford St) shouldn't share phase with turning motorists (turning right from Luxford St onto Adelaide Rd).

## Detailed feedback: Adelaide Road & The Parade

Do you support the proposed changes to Adelaide Road and The Parade:



“Fantastic that Island Bay kids have a safer option to bike to SWIS. Currently they walk, scoot or bus. Biking is only safe on the footpath.”

“Nervous about less bus stops. The real issue isn't quicker trips. It's the cancelation. Please prioritise fixing that.”

Great idea to put in a bike box. And to have cycle facilities go right to the park. Might encourage more families to bike to sports.

“[...] I was hopeful that the cycleway improvements in this round might mean that my daughter (currently 4 years old) might be able to safely cycle to SWIS by the time she is at intermediate school. However, this cycleway does not deliver protection for vulnerable road users. It does make cycling along this section of road safer for people who are already regular and confident cyclists - and I'm grateful for that - but the proposal does little to open this up for new cyclists.”

## Detailed feedback:

### Adelaide Road & The Parade (1/2)

- Do not install raised bus stop bypass
- Turn unused bus turning circle near Dover St into car parking
- Add a bike priority signal at the Adelaide Rd/Britomart St signal to allow cyclists to cross lane to prepare for turning onto Luxford St
- Remove pinch point created by pedestrian crossing curb buildout on Adelaide Rd near Wakefield.
- Remove two car parks from the Dee St/The Parade roundabout to allow room for continuation of cycle lane
- Reroute cycleway via golf course and Macalister Park
- Install available car park signage at Wakefield Park
- Concerns about raised bus stop bypass causing congestion and safety issues
- Consider closing Intersection of Chilka St and Adelaide Rd. Currently dangerous with inadequate visibility.
- Retain Adelaide Rd and Duppa St bus stop and introduce off-street parking for Wakefield Park due to the current hazardous parallel parking setup
- Pedestrian crossing at Chilka St and Adelaide Rd requires visibility enhancements
- Consider a raised pedestrian crossing opposite Macalister Park
- Cycle lanes on both sides of Adelaide Rd
- Near Wakefield Park, convert existing wide footpath to a shared path, to minimise car park loss
- Retain car parks between Wakefield Park and Dover St.
- Bike priority signal at Adelaide Rd and Luxford St
- Consider raised pedestrian crossing in Newtown shops area
- Pedestrian crossing at Wakefield Park requires visibility enhancements
- Favour pedestrian crossing rather than courtesy crossing points
- Speed bumps at Berhampore shops
- Consideration for the merge point of cycle lane back and shared road past Wakefield Park
- Remove central median on Adelaide Rd to provide room for additional bike lane
- Decrease speeds where bikes and vehicles share the lane
- Widen the cycle lane by removing the kerb buildout by Duppa St
- Extend 30 km/h limit to Duppa St
- Make cycleway near Wakefield Park a timed clearway, to increase parking supply.

## Detailed feedback: Adelaide Road & The Parade (2/2)

- Continue cycleway through Dee St roundabout to connect with Island Bay cycleway
- Remove parallel parks on Adelaide Rd
- Create P180 zones in the vicinity of Wakefield Park
- Retain parks near playground at Wakefield Park
- Variable speed zone on Adelaide Rd in vicinity of Wakefield Park
- Provide better bike parking facilities at Wakefield Park
- Route cycleway via Stanley St through Macalister Park
- Expand parking within Wakefield Park to allow for separated cycle lanes on both sides of Adelaide Rd
- Suggestion for a speed bump near Adelaide Rd/Luxford St intersection to manage vehicle approach speeds
- Traffic concerns about buses turning right from Adelaide Rd to Luxford St
- Issues with the new island layout pushing bikes into traffic and the problematic roundabout approach from the north
- Opposition to proposed angled car parks on Dover St
- Reconsider the hook turn at Berhampore shops.





## **Specific design feedback**

# Location feedback: Riddiford Street and Rintoul Street

Concern that right turning cyclists will have to wait two phases, and if so, be too numerous to fit in this box

A sample of the specific feedback has been overlaid on the engineering drawings where applicable.

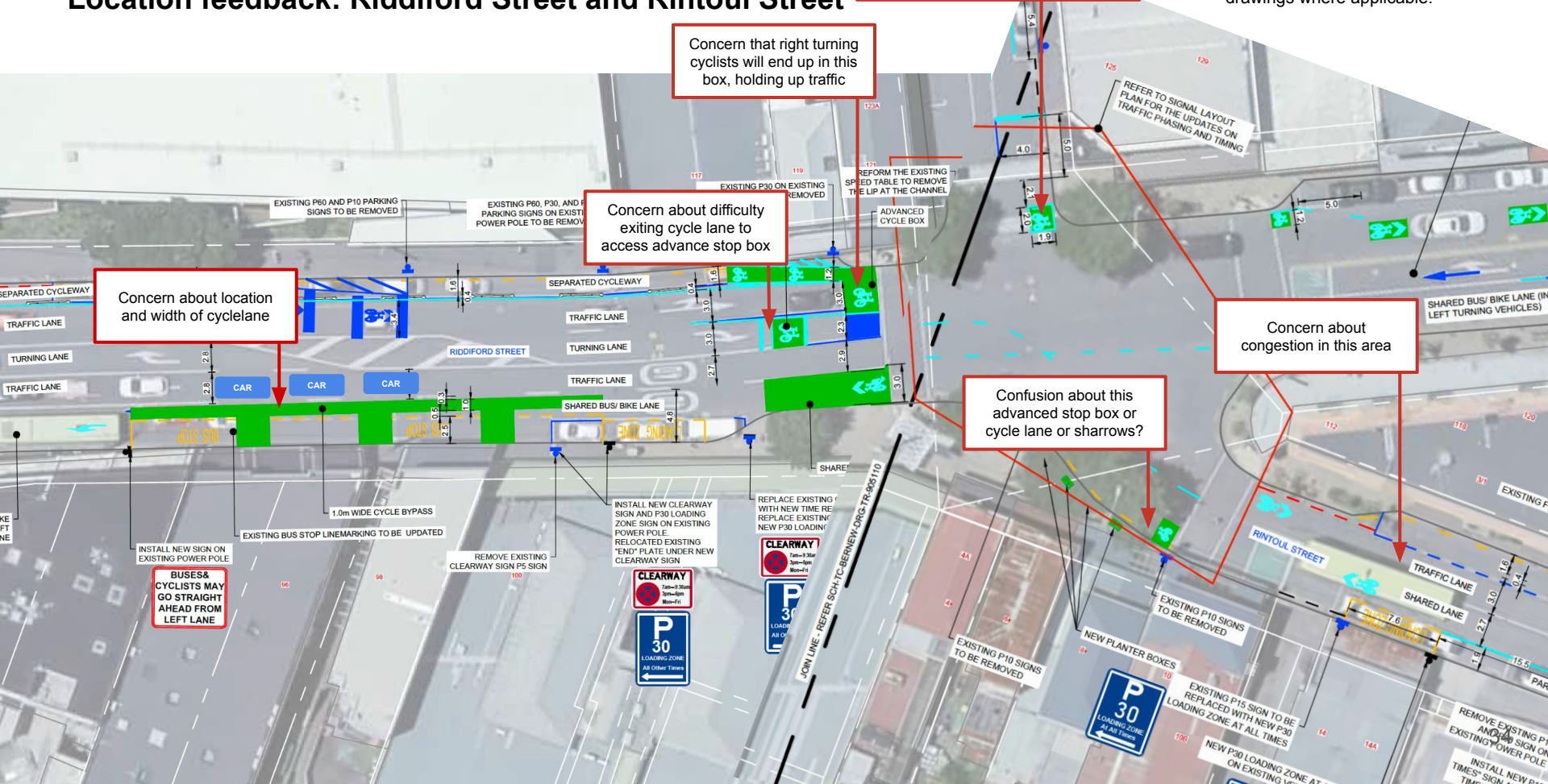
Concern that right turning cyclists will end up in this box, holding up traffic

Concern about difficulty exiting cycle lane to access advance stop box

Concern about location and width of cyclane

Concern about congestion in this area

Confusion about this advanced stop box or cycle lane or sharrow's?

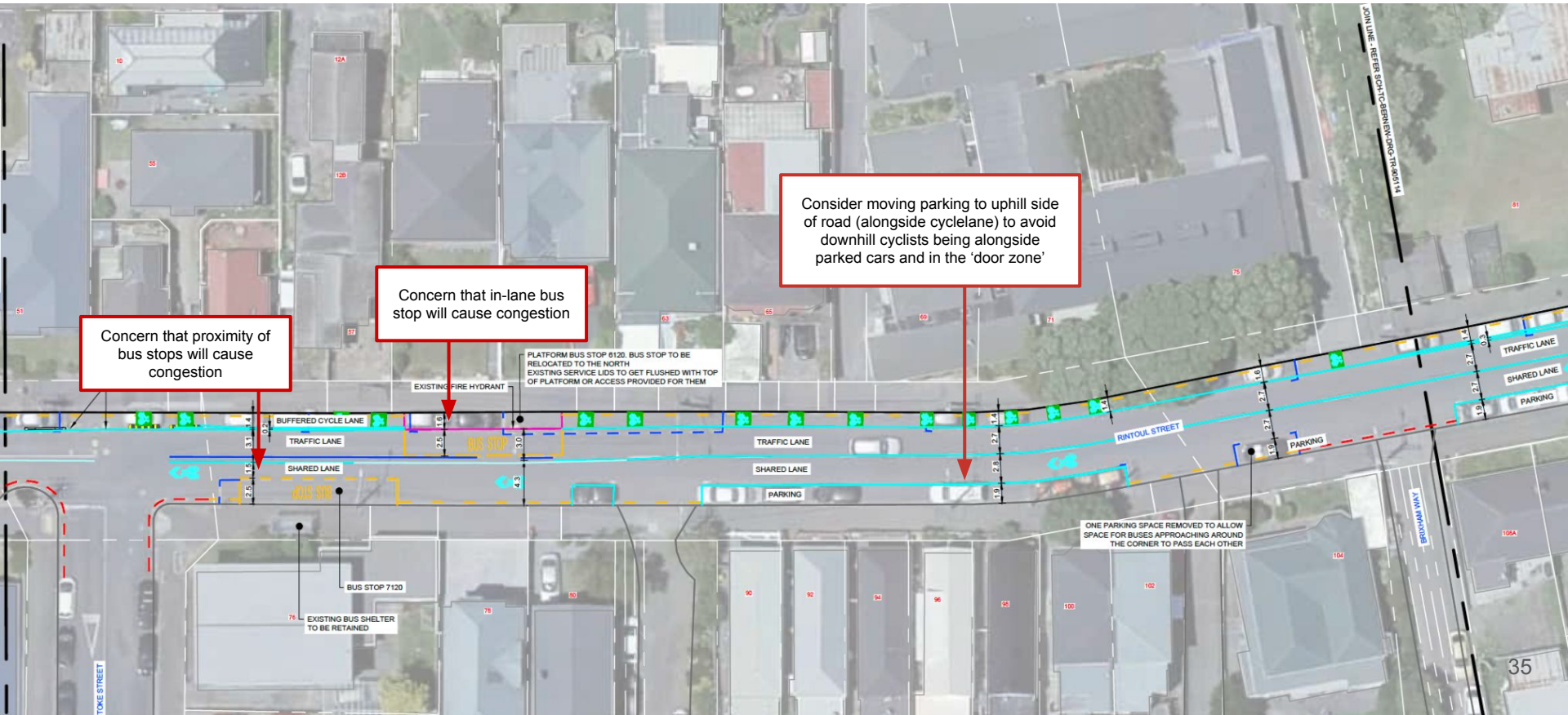


**BUSES & CYCLISTS MAY GO STRAIGHT AHEAD FROM LEFT LANE**

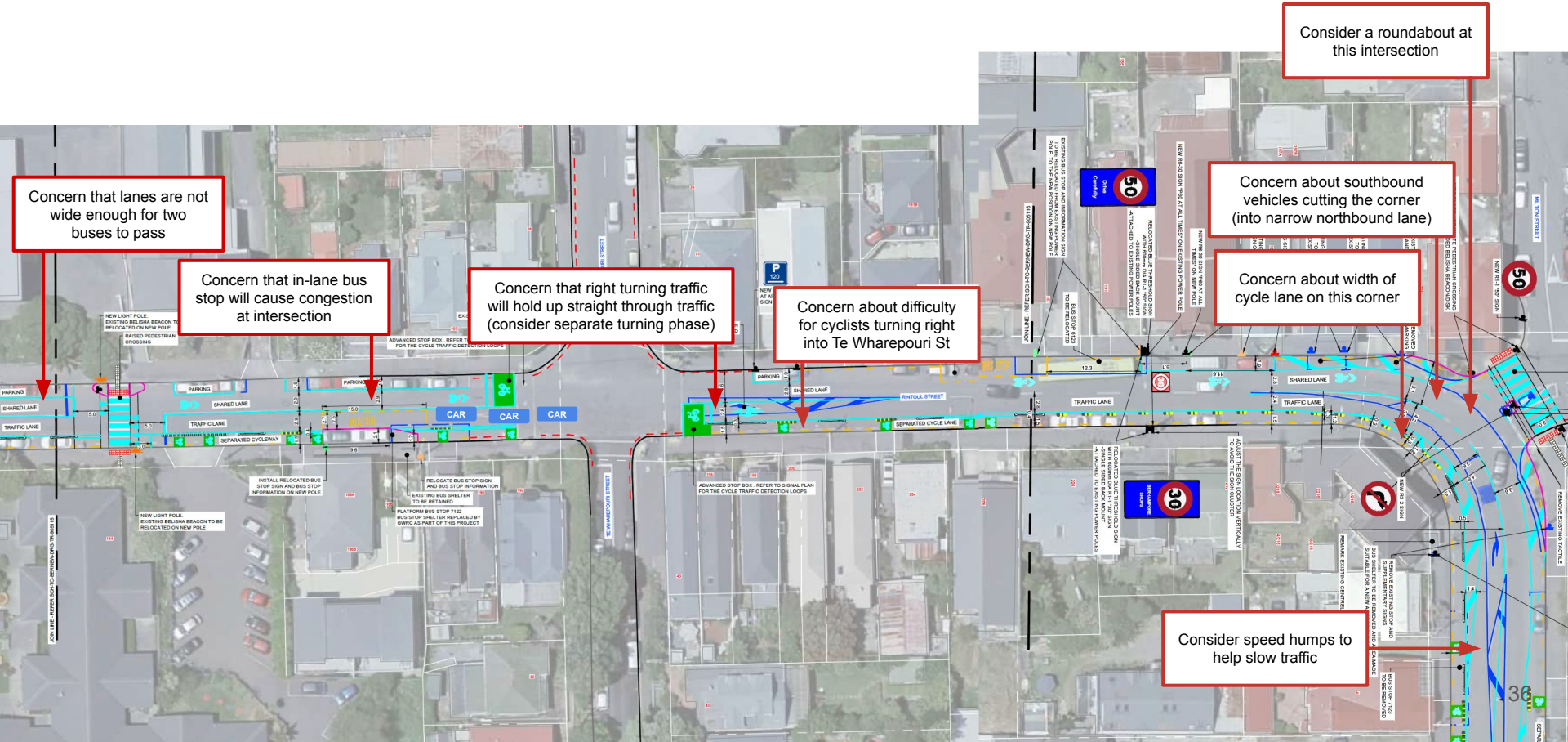
1.0m WIDE CYCLE BYPASS



# Location feedback: Rintoul Street



# Location feedback: Rintoul Street and Luxford Street



Concern that lanes are not wide enough for two buses to pass

Concern that in-lane bus stop will cause congestion at intersection

Concern that right turning traffic will hold up straight through traffic (consider separate turning phase)

Concern about difficulty for cyclists turning right into Te Wharepouri St

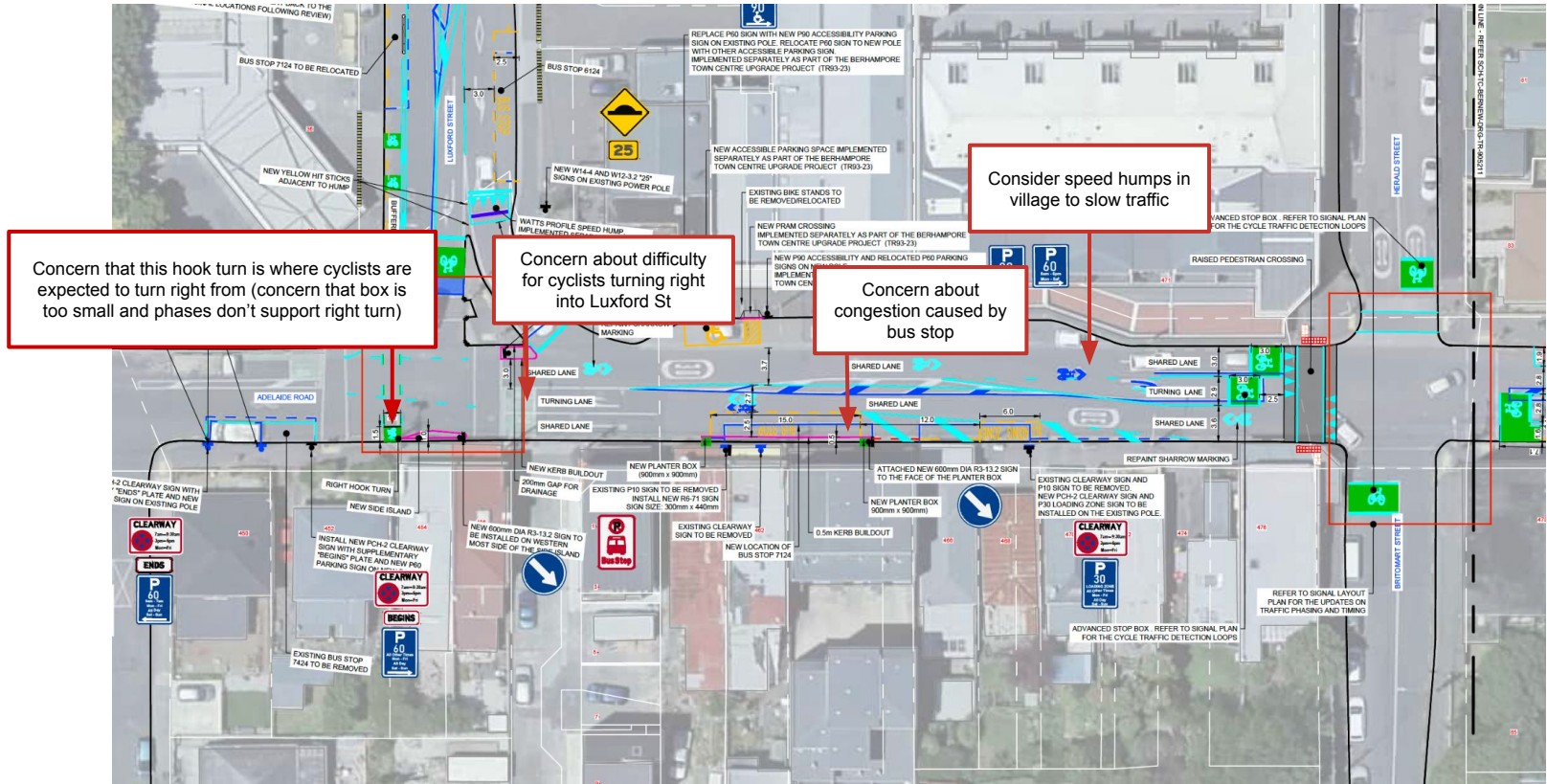
Concern about southbound vehicles cutting the corner (into narrow northbound lane)

Concern about width of cycle lane on this corner

Consider a roundabout at this intersection

Consider speed humps to help slow traffic

# Location feedback: Berhampore Village



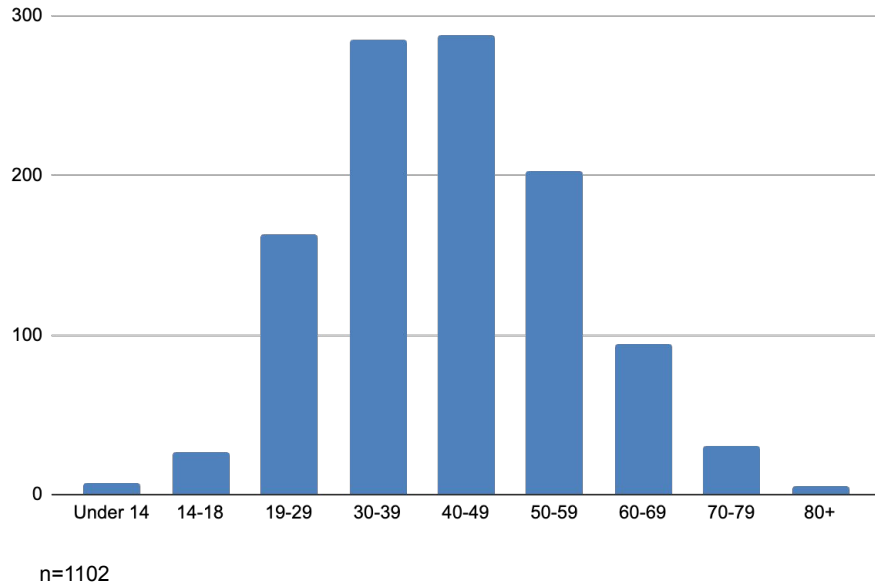




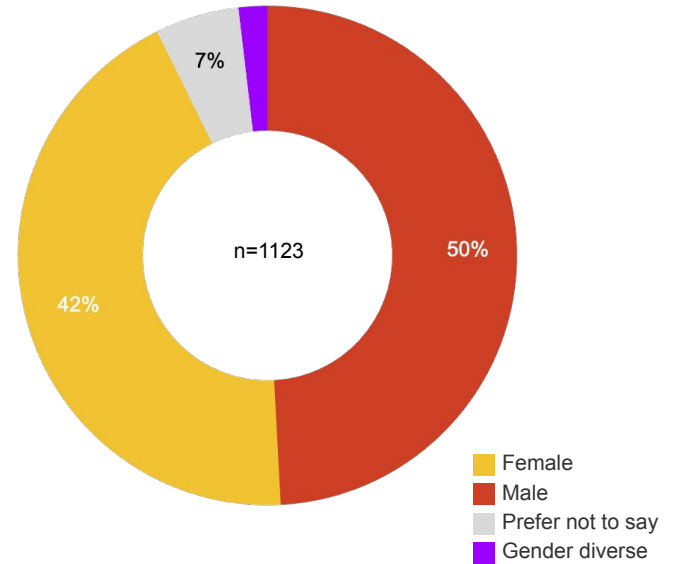
## **Who we heard from**

# Who we heard from

## Age

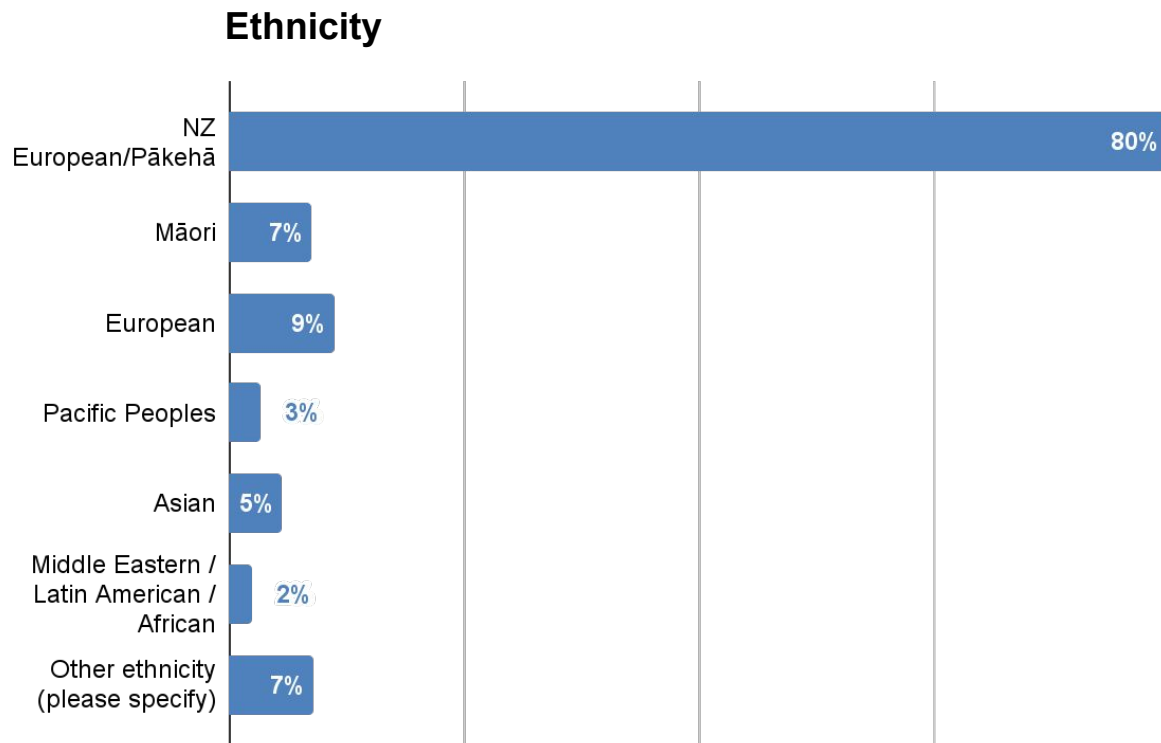


## Gender





## Who we heard from

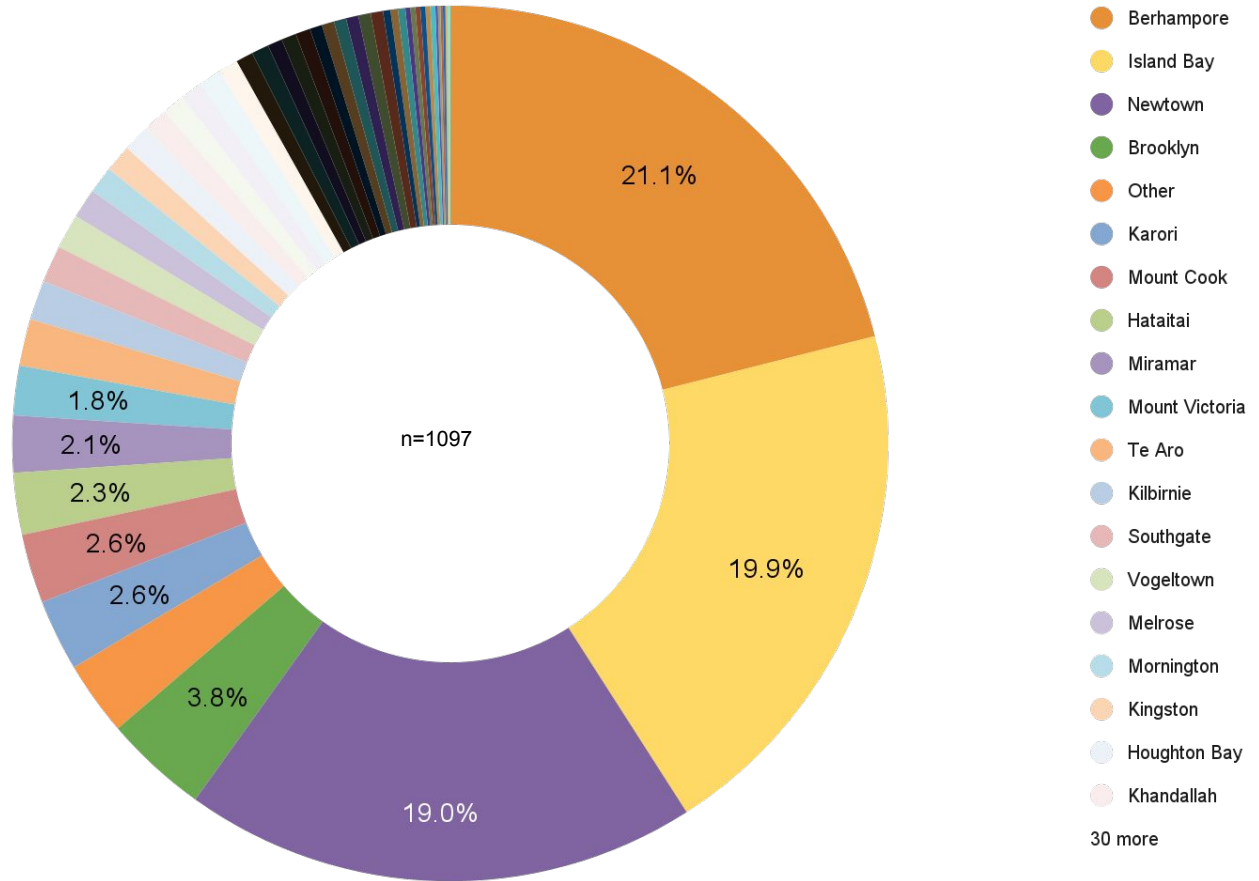


n=1101

**Note:**  
Respondents could select more than one option so the total exceeds 100%

## Suburb

**60% of respondents live within Newtown, Berhampore and Island Bay**



## Organisations and schools we heard from

1. CCDHB Te Whata Ora
2. Beca (on behalf of) Ministry of Education -  
Te Tāhuhu o Te
3. Beca (on behalf of) Fire and Emergency  
NZ
4. Living Streets Aotearoa
5. Waka Kotahi
6. Cycle Wellington
7. Frocks on Bikes
8. Women in Urbanism
9. University of Otago
10. Improv Connection
11. Wellington East Girl's College  
Environmental Committee
12. NZAA
13. Gramercy Bakery
14. Doctors for Active Transport
15. Wellington Health Professional Students'  
Association
16. Island Bay Scouts
17. Newtown Medical Centre
18. Wellington Urology at Riddiford Medical
19. Sustainability Trust
20. Mecca
21. St Sava Church
22. Total Touch
23. Cycling Action Network



## **Other engagement activity**

## Community engagement

We hosted eight drop in sessions and events in the Newtown and Berhampore area during the consultation period. Drop-ins ran between 2-4 hours and there was a steady flow of people during these times. In some cases we extended the length of drop-ins as we recognised there was a wider pool of interested people across both the Newtown parking management plan and the Berhampore and Newtown pedestrian, bike and bus improvements, and a greater amount of information to consider. During the consultation period, we spoke to over 300 people.

Each drop-in held had a large overview map of each project, the technical drawings for those interested in detail, tablets for people to submit at the venue if they wanted to, and flyers to take away for further reading on our website before making a submission.

We ensured there were team members from the Newtown parking management plan and Berhampore and Newtown pedestrian, bike and bus improvements at every drop-in session to answer technical and general questions about both projects. Some drop-ins, such as the one located at the hospital had more focus on the parking management plan, while the drop-in at Wakefield Park had more community interest regarding the bus, bike and pedestrian improvements. We heard a wide range of views and questions across both project proposals.

An important engagement during the consultation was at Wakefield Park, where we heard from families attending the park for sport, members of sports clubs, and Island Bay community members. Ongoing engagement with the sports club representatives enabled us to refine our designs leading up to the consultation, meaning conversations at the drop-in were productive and people were well informed of the proposal.

Community drop-in events were held at:

- Hospital lecture theatres and Hospital staff café
- Wakefield Park
- Daniel Street Community Hall
- Newtown Market
- Newtown Community Centre
- Centennial Flats

We dropped flyers at multiple community venues including:

- Newtown library
- Newtown community centre



## Engagement with schools

The purpose of meeting with school students is to discuss the proposed bus, bike and walking improvements for Berhampore. Transport projects have a range of impacts and opportunities that affect everyone, so we try to engage with a wide range of people. Young people are users of the street as well, therefore it is important that we factor in their input.

Statistically, engagement with young people is difficult and Council struggles to get their views heard on city-shaping issues. That's one of the key priorities in Wellington City Council's Children and Young People Strategy so they can better participate in the change happening to their city.

We engaged with approximately 150 students from Wellington East Girls College, Wellington Girls College, Wellington High School and South Wellington Intermediate School on this project.

We also met with senior leadership from schools in the area that will either be directly impacted by the proposed street changes or have a substantial proportion of their student population who travel through the area.

These schools were:

- South Wellington Intermediate School
- Wellington East Girls College
- Wellington High School
- Berhampore Primary

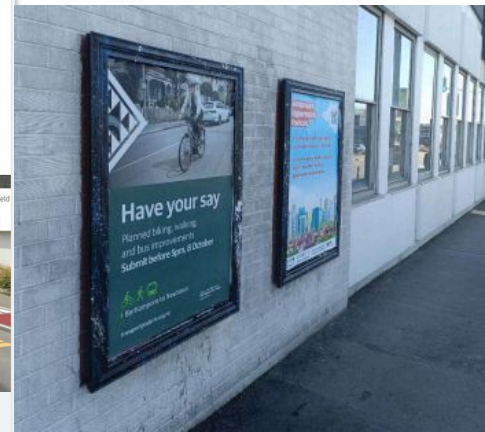
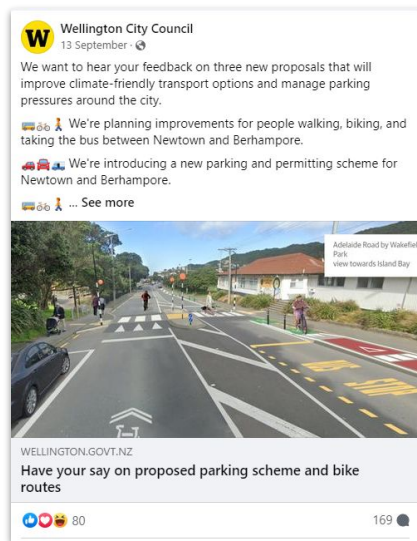
## Promotion and advertising

The promotion and advertising campaign for the Berhampore and Newtown pedestrian, bike and bus improvements was combined with the Newtown parking management scheme and Karori connections. This used a mix of generic and targeted placement, messages, and images for the different suburbs.

The campaign aimed to let people know about the planned changes for this route, and the related parking changes, and where to provide feedback if they wanted to make a submission.

The consultation was promoted through media, email, radio advertising, newspaper advertising (The Post, and Independent Herald for Karori), billstickers, 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 A: Theme descriptions**



## Theme descriptions (1/6)

Theme	Description
Increase protection around cycle lane	Comment suggesting Council do more to increase protection of cyclists and/or do more to separate cyclists from vehicles.
Support for cycling infrastructure	Comment suggesting the design improves the current cycle lane infrastructure and/or the overall network.
Changes will improve safety	Comment suggesting that the proposed changes will make it safer for one or more groups of people.
Concern about car park removal	Comment expressing concern or opposition to the reduction in the number or availability of car parks.
Concerns about impact to traffic safety	Comment expressing general concern about possible traffic safety impacts of the proposed changes.
Further decrease vehicle speeds	Comment suggesting further interventions and/or speed restrictions to slow vehicle speed. Frequently mentioned on downhill sections and shared lanes.
Changes support using active and/or public transport	Comment suggesting that the proposed changes will encourage people to shift from using vehicles to walking, using bikes or taking the bus.

## Theme descriptions (2/6)

Theme	Description
Concern about impact on access to sportsgrounds	Concern about the impacts of the changes (mainly the removal of car parks) on the usability/accessibility of the Wakefield Park/sports grounds for users from the wider region.
Design doesn't go far enough	Comment suggests that the proposed changes could be improved by doing more, for example: remove more car parks, extend the proposed cycleway further.
Leave it as it is	Comment suggesting that the change is not required in the area.
Consider the needs of all cycling abilities	Comment suggesting proposed changes are designed for experienced cyclists only and are not safe enough for beginners or insecure cyclists.
Cycle lane unnecessary	Comment expressing sentiment that the cycle lane proposed infrastructure is not required.
Concern about cycle lane connectivity/consistency	Comment expressing concern that the changing design in cycle lanes and the absence of a connection between different routes will endanger cyclists.
Support for pedestrian infrastructure	Comment suggesting support for proposed pedestrian infrastructure.
Public transport is inadequate	Comment suggesting that public transport isn't a viable alternative to using a car.

## Theme descriptions (3/6)

Theme	Description
Changes improve access to city/surrounding suburbs	Comment suggesting that changes will support active modes in commuting to the city and/or travel to other suburbs.
Concern about displacement	Comment expressing concern that the scheme will move vehicles from parking/driving on one street to another as a result of less car parks and/or the change to bus stops.
WCC should focus on other things	Comment suggesting that council should prioritise other issues.
Lack of clear rationale or data to support changes	Comment suggesting there is not enough evidence, or enough of a problem, to implement the changes.
Supports reduction of reliance on motor vehicle	Comment suggesting the changes will encourage people away from using a private car.
Expand cycle lane design	Comment suggesting expansion of cycle lanes to be in both directions, extended and/or increased in width.
Criticism of WCC engagement process and decision making	Comment expressing frustration about not feeling listened to.
Support for removing car parking	Comments suggesting the removal of more car parks than suggested in the design proposal.

## Theme descriptions (4/6)

Theme	Description
Concern about raised pedestrian crossings	Comment expressing concern that the proposed changes to pedestrian crossings in the area will have a negative impact.
Concern about impact on and/or access to businesses	Comment suggesting changes will make it difficult to access local businesses and the impact it may have on these businesses.
Fix public transport first	Comment suggesting the prioritisation of fixing public transport over the scheme/proposal.
Use alternate route for cycle lane	Comment suggesting alternate cycle lane route along non-arterial routes and/or greenspace.
Oppose removal of right hand turn into Rintoul St	Comment suggesting the removal of the right hand turn to Rintoul St will result in negative impacts to safety and/or congestion.
Consider accessibility needs	Comment expressing concern that the proposed changes might make it worse for people with physical mobility issues or disabilities, young and elderly.
Changes will be good for the environment	Comment suggesting that the proposed changes will have a positive impact on the environment.
Concern about proposed changes to bus stop	Comment expressing concern for the merging or loss of bus stops.

## Theme descriptions (5/6)

Theme	Description
Concern about access to Newtown Medical	Comment suggesting that access to Newtown Medical Centre will be made more difficult by the proposed changes.
The scheme will make life more stressful	Comment suggesting that introducing the scheme will be impractical and negatively impact people's lives.
Opposition of cyclist hook turns	Comment expressing opposition to the hook turn designs. Includes location and size of green box.
Support removal of right hand turn into Rintoul St	Comment supporting the removal of the right hand turn to Rintoul St.
Concern about where hospital staff will park	Comment indicates concern or belief that hospital staff will have nowhere to park and/or be negatively impacted. Includes impact on staff at nearby medical facilities.
Scheme will require enforcement	Comment suggesting that Council needs to do more to enforce the road rules. For example, speeding, ensure people don't park in the cycleway.
General criticism of Wellington City Council	Comment expresses general critique of Wellington City Council and/or abusive comment.
Review when restrictions apply	Comment refers to reviewing restriction to P120 restriction, 8am-8pm, and days of the week.

## Theme descriptions (6/6)

Theme	Description
Increase availability of mobility parking	Comment suggesting WCC increase the number of mobility parks in the area.
Support for in-lane bus stop	Comment expressing support of in-lane bus stops.
General support	Comment stating general support for the scheme.
General opposition	Comment stating general opposition for the scheme.