



# Paneke Pōneke - Bike network plan

Consultation feedback summary

11 November to 14 December 2021

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

## Engagement summary

The purpose of this document is to summarise community feedback received about Paneke Pōneke our bike network plan. 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 on the Long-term Plan 2021-2031, Councillors agreed to invest \$226 million in a safe, connected bike network for the city. They requested a new plan for how the network could 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. Paneke Pōneke updates the 2015 Cycleways Masterplan with much more detail showing the streets that are included in the network and how it will be built.

We consulted with the community between 2 November and 14 December 2021 as part of the *Our City Tomorrow* engagement which included the Draft District Plan and Let's Get Wellington Moving Mass Transit options. We sought feedback about changes the network could bring, and whether we've got the routes and connections quite right. In total, we had 1140 individuals and organisations provide feedback directly on the plan, with cycling related feedback also coming through the District Plan and Mass Transit options.

Generally, people who provided feedback were very supportive of the plan. 87% strongly supported or supported the plan, 89% believed the long-term impact will be positive or very positive and 90% agreed or strongly agreed that a connected network will get more people riding bikes. Concerns were based mainly around how the proposed plan will impact on other modes - pedestrians, public transport and the removal of carparking.

## Engagement summary

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

Finally, for the first time trialled a ‘Tamariki zone’, aimed at kids up to the age of 14 years old. We had 312 responses to the specifically design survey that asked the kids about riding bikes in Wellington. This is a significant increase in engagement from this demographic compared with other cycling related projects.

# Engagement

How many responses did we get?

# 1140

Responses

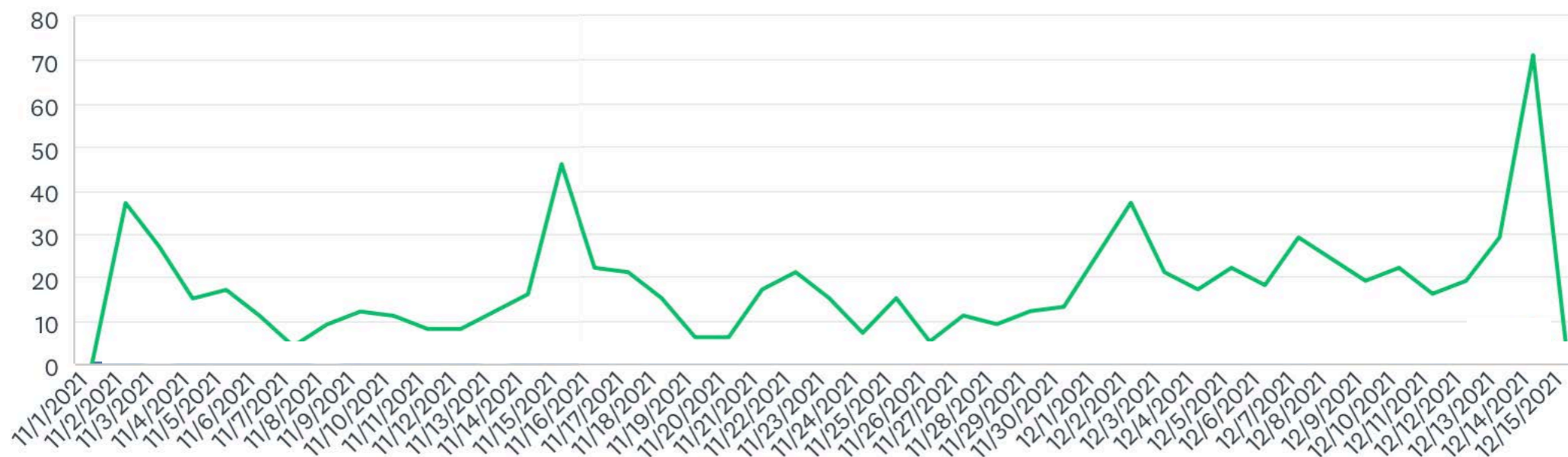
**823** submissions via WCC website

**288** submissions via City for People

**29** email and paper submissions

**40** submissions came from organisations

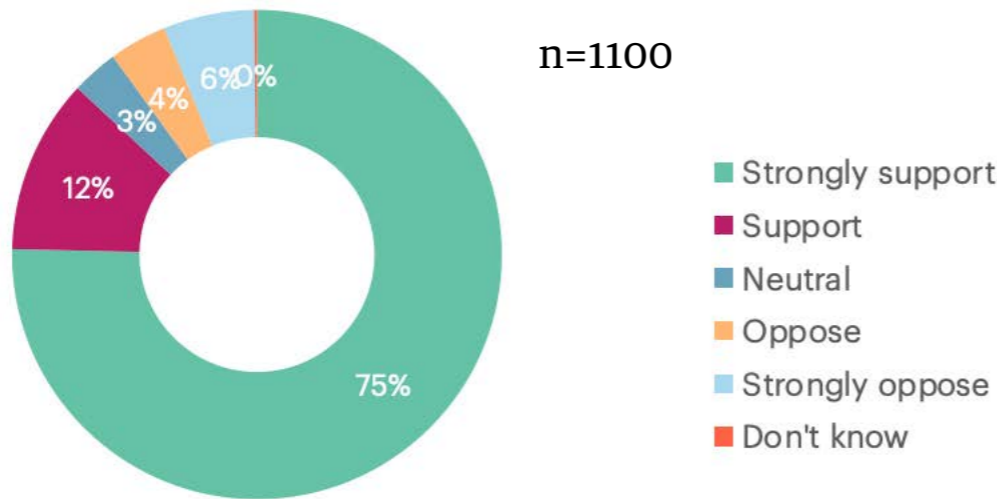
**Number of daily submissions over duration of engagement:**



**What people thought**

# How people felt about the proposed bike network plan

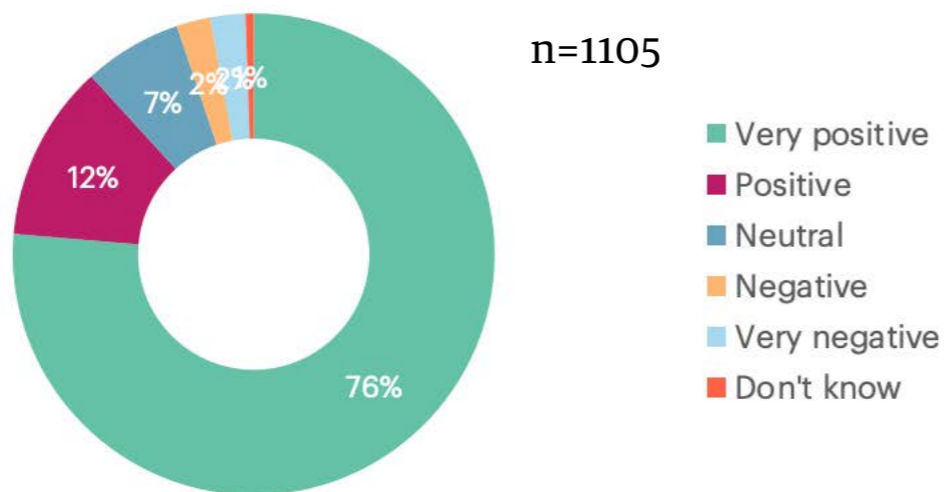
Overall, do you support the proposed bike network plan?



**87% of respondents** support or strongly support the proposed plan.

**10%** oppose or strongly oppose the proposed plan.

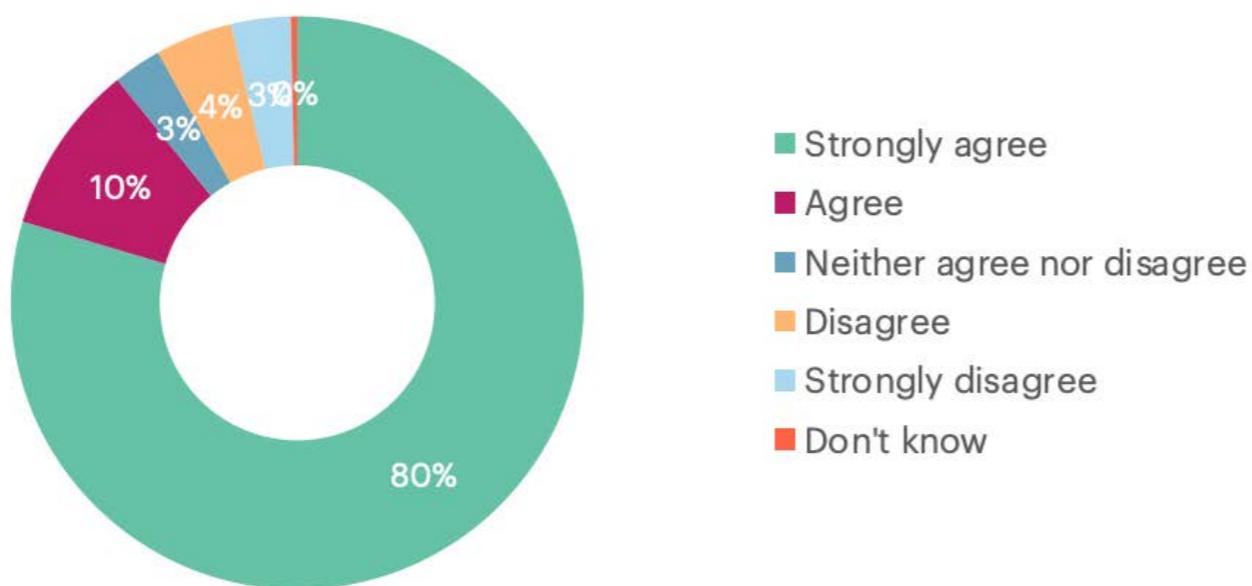
Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change. Thinking about this goal, do you think the long-term impact of a bike network would be:



**89% of respondents** believe the long-term impact will be positive or very positive.

**4%** believe the long-term impacts will be negative or very negative.

# Do you agree that a connected network of cycleways will result in more people using bikes to move around the city?

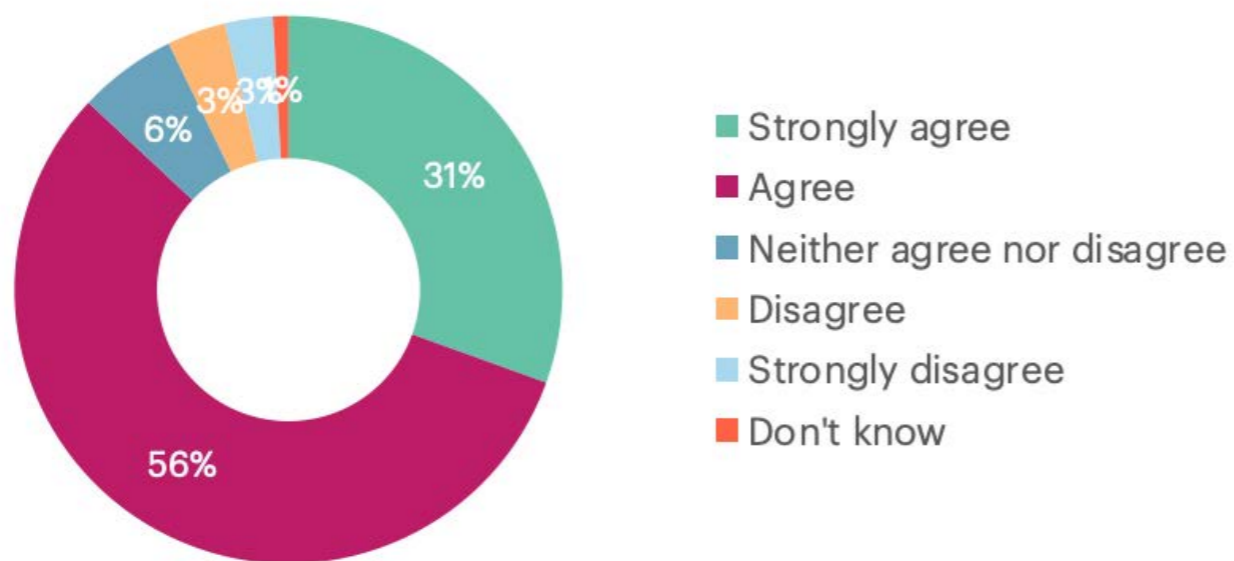


n=1102

**90% of respondents** agree or strongly agree that a connected network will result in more people using bikes.

**7%** disagree or strongly disagree that a connected network will result in more people using bikes.

# Do you agree the proposed network connects the key locations in the city?



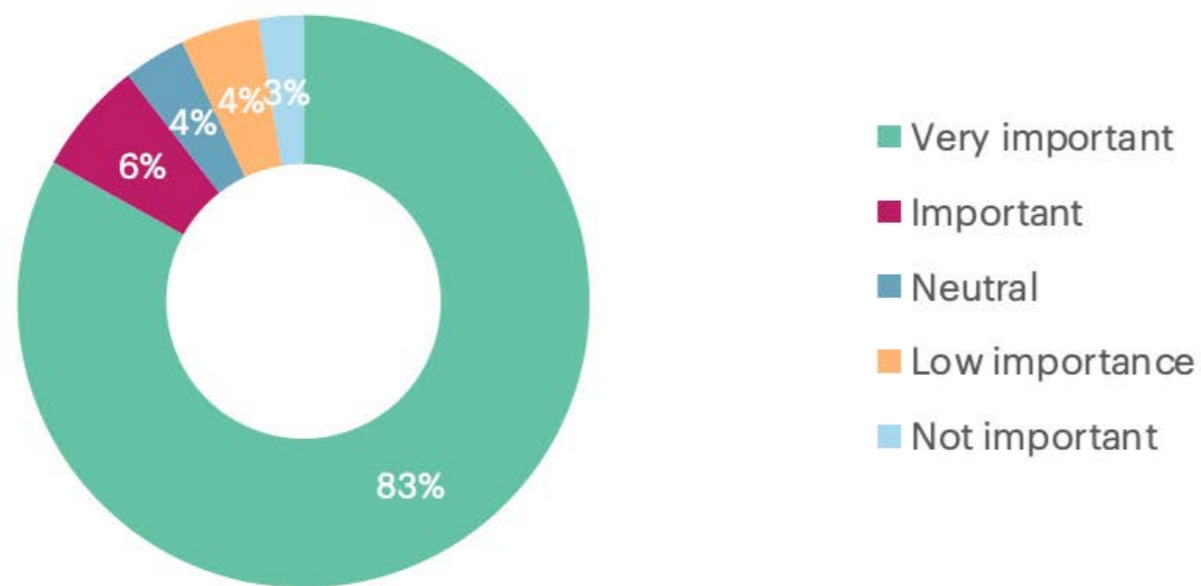
n=1098

**87% of respondents** agree or strongly agree that the proposed network connects the key locations in the city.

**6% of respondents** disagree or strongly disagree that the proposed network connects the key locations in the city.



# How important is it to make it easier and safer for people to ride bicycles in and around the city?

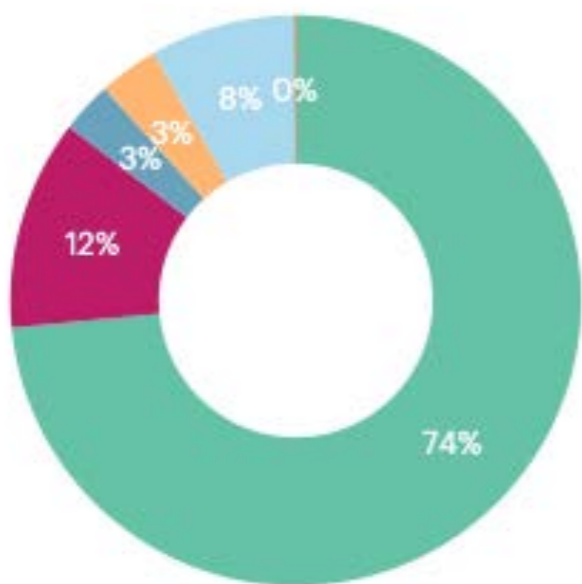


n=1105

**89% of respondents** believe it's important or very important to make it easier and safer for people to ride bicycles.

**7%** believe it's of low importance or not important to make it easier and safer for people to ride bicycles.

## How important is it to get the bike network installed as quickly as possible?



n=1097

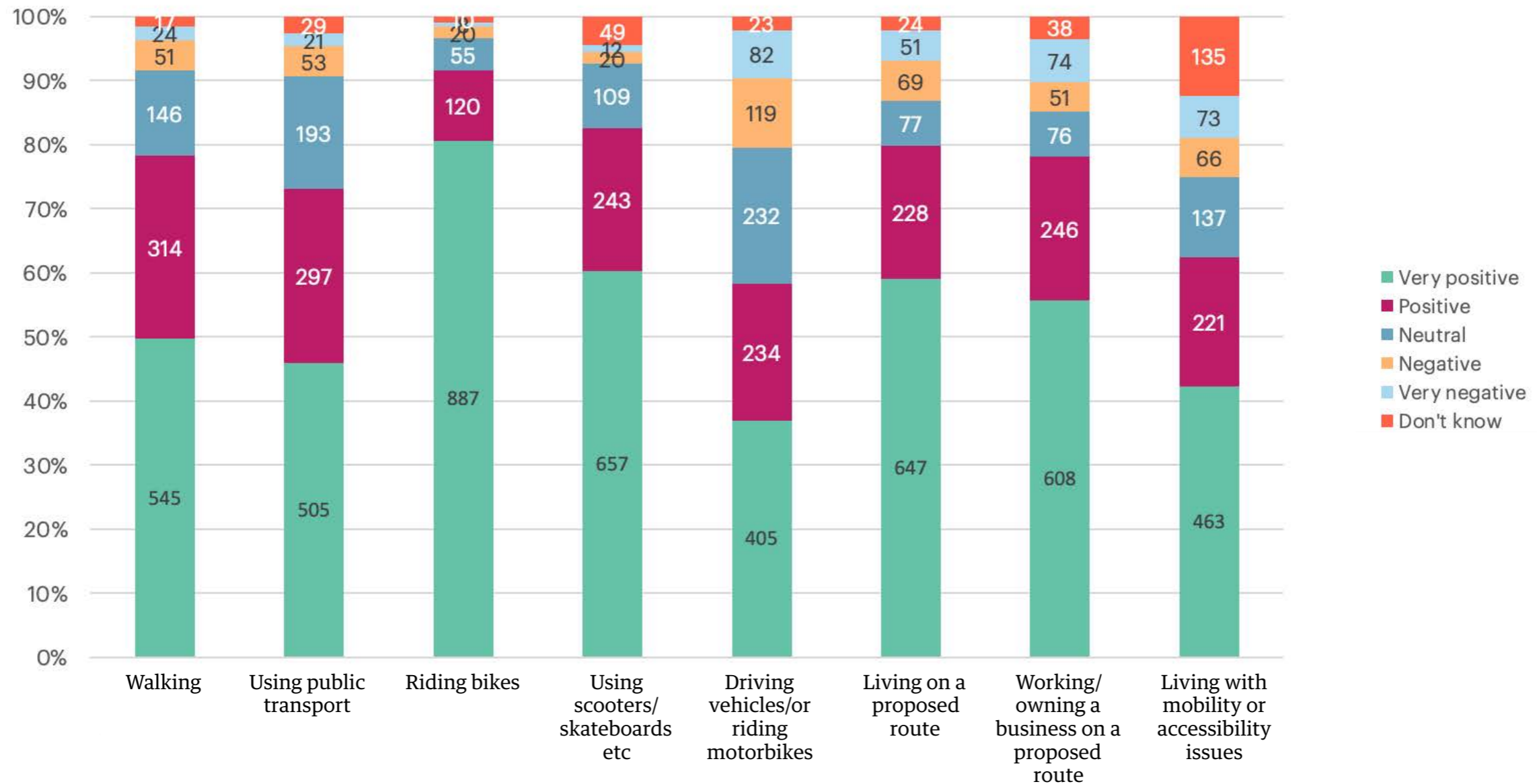
- Very important
- Important
- Neutral
- Not important
- Not at all important
- Don't know

**86% of respondents** believe it's important or very important to get the bike network installed as quickly as possible.

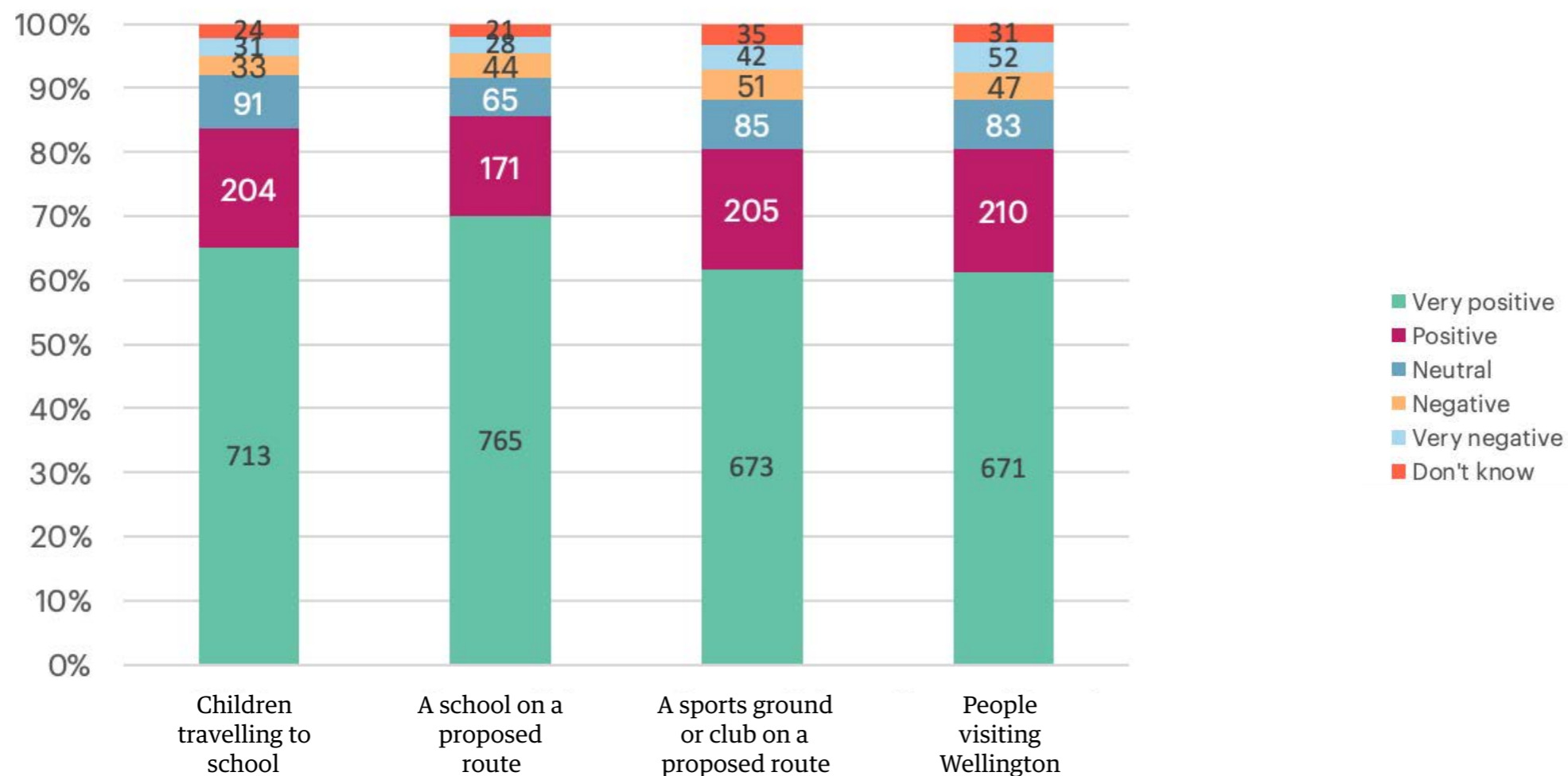
**11%** believe it's of low importance or not important to get the bike network installed as quickly as possible.

# Impacts

## Thinking about the proposed bike network and the different ways people move around the city, what do you think the impacts of the changes will be for people:



## Thinking about the proposed bike network and the different ways people move around the city, what do you think the impacts of the changes will be for:



## Who else should we consider?

We have only captured additional audiences not already asked about

### 303 comments

#### Audiences we asked about:

- People walking
- People riding bikes
- People using scooters/skateboards
- People driving vehicles/or riding motorbikes
- People living on a proposed route
- People working/owning a business on a proposed route
- People living with mobility or accessibility issues
- Children travelling to school
- Schools
- Sportsgrounds/clubs
- People visiting Wellington

#### Specific audiences mentioned in comments:

- Iwi/Mana Whenua
- Major work hubs (eg: Universities)
- Different income brackets
- Commercial vehicles (eg: delivery drivers & rubbish trucks)
- Community Centres
- People with vision impairments
- Pools/Libraries
- Elderly
- People using mobility scooters
- Future generations

# What we heard

# Overall, what do you think we should consider when implementing the proposed network?

555 comments\*

Themes have been grouped into five categories:



*In addition to the 555 individual comments, 288 people responded using the City for People submission form:*

The Council should also create low-traffic neighbourhoods within suburbs, in addition to the proposed routes between suburbs which primarily benefit commuters. By implementing low traffic neighbourhoods, we can enable safe and comfortable trips within suburbs, through traffic calming, speed reduction, and provision of green space.

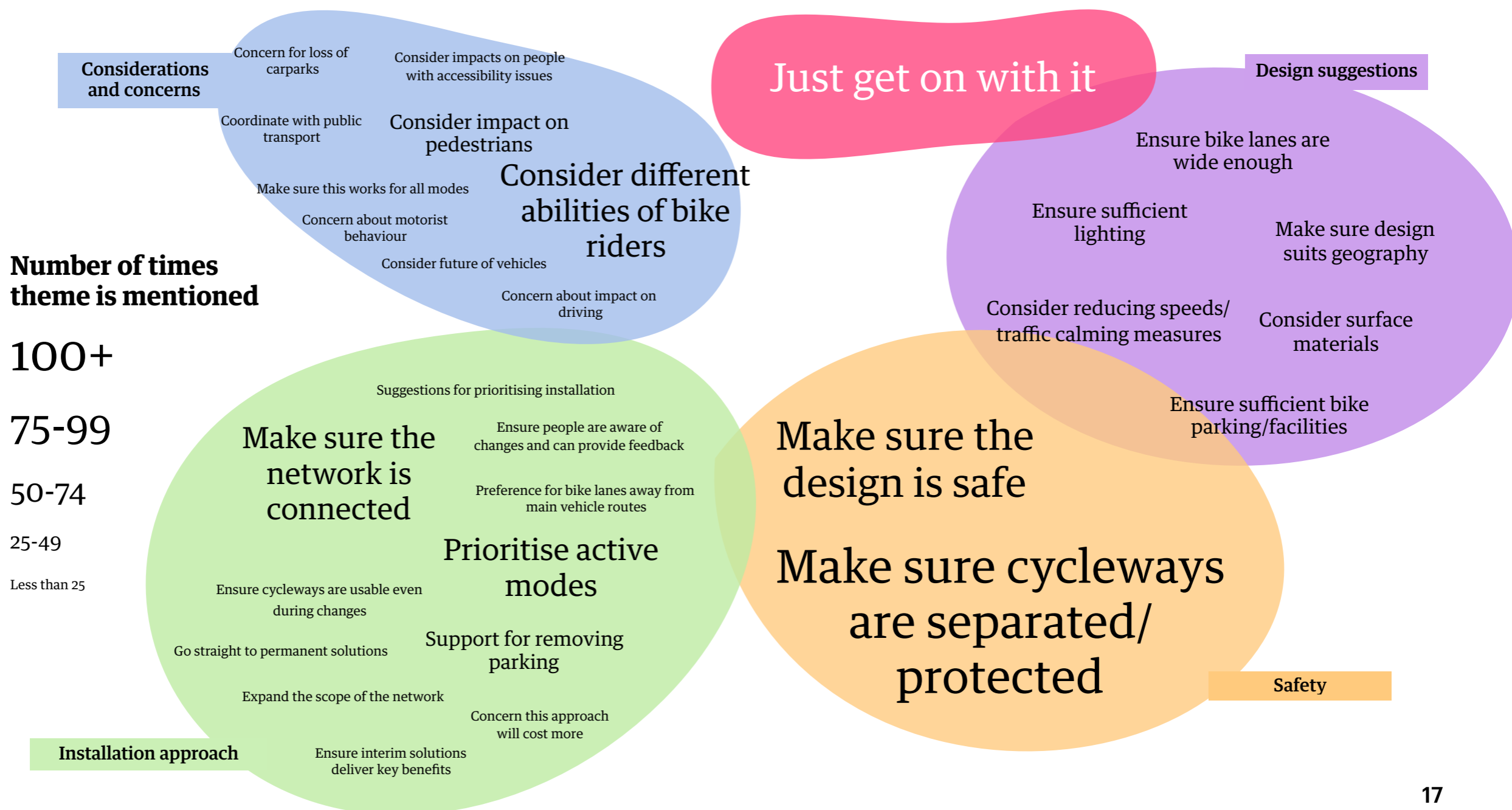
Ensuring there is adequate mobility parking throughout the City is essential when street parking is removed.

\* From people who provided general feedback on the plan overall (does not include people who only gave feedback on the specific areas). Includes individual comments from people as part of the City for People submission. Theme categories do not include comments unrelated to the questions.



# What should we consider when implementing the proposed network?

555 comments



# What should we consider when putting in interim solutions?

622 comments\*

Themes have been grouped into five categories:



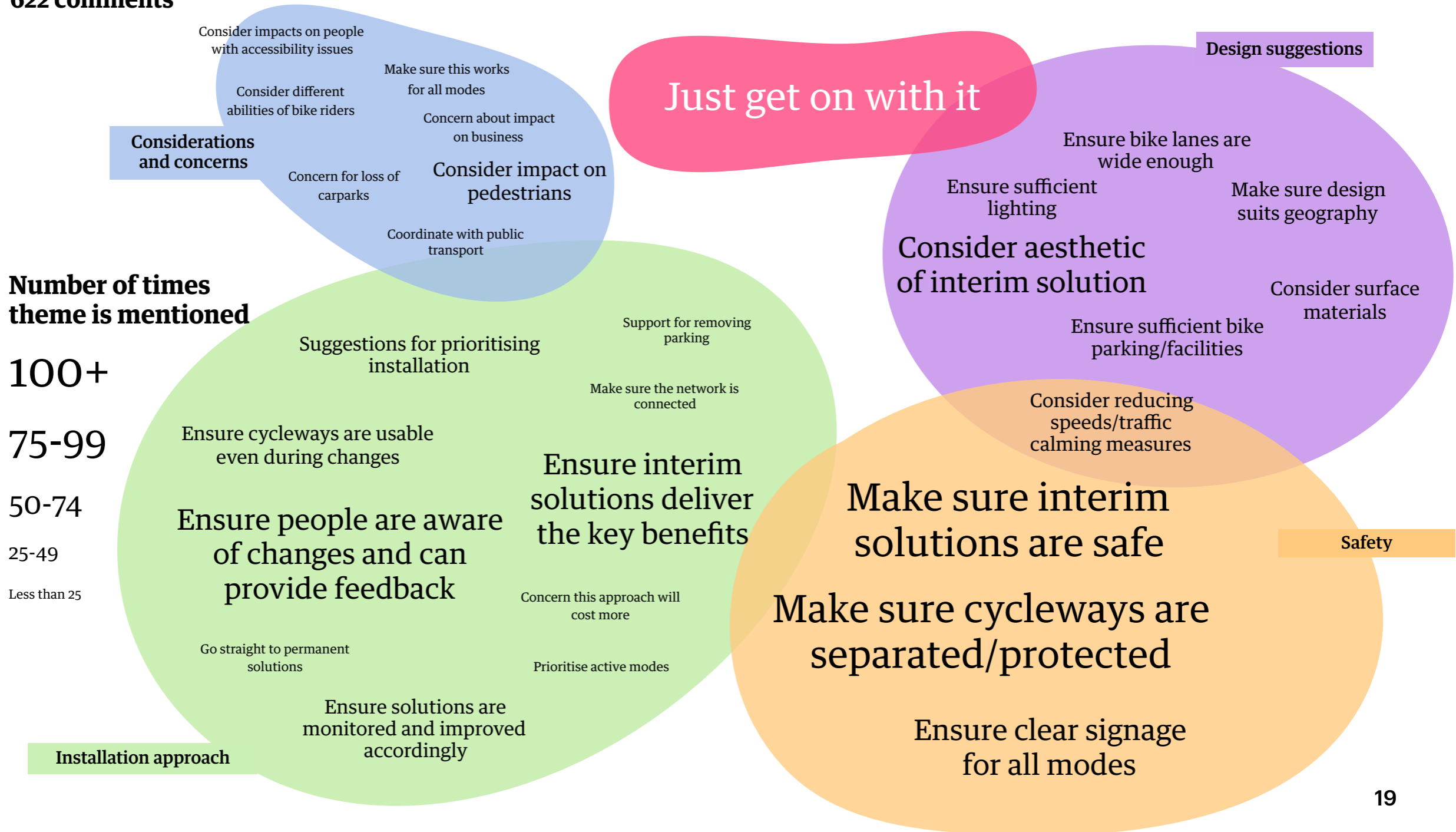
*In addition to the 622 individual comments, 288 people responded using the City for People submission form:*

**The Council should consider accessibility, safety, and consistency with Te Atakura, the Urban Growth Plan, and the Parking Policy when installing interim solutions.**

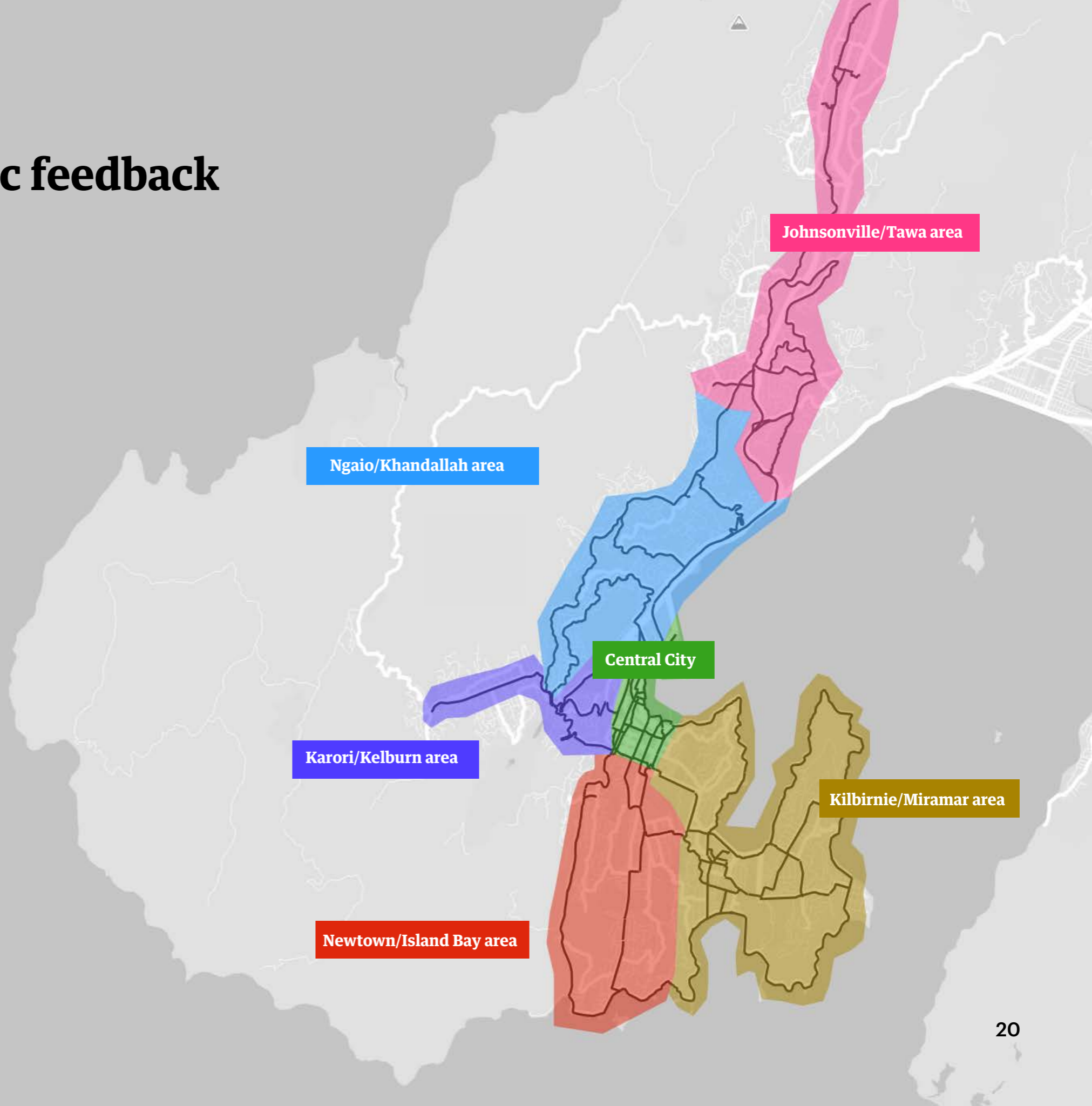
\* From people who provided overall general feedback and specific area feedback. Comments unrelated to the question have not been included in the theme categories.

# What should we consider when putting in interim solutions?

622 comments



# Area-specific feedback



Johnsonville/Tawa area

Ngaio/Khandallah area

Central City

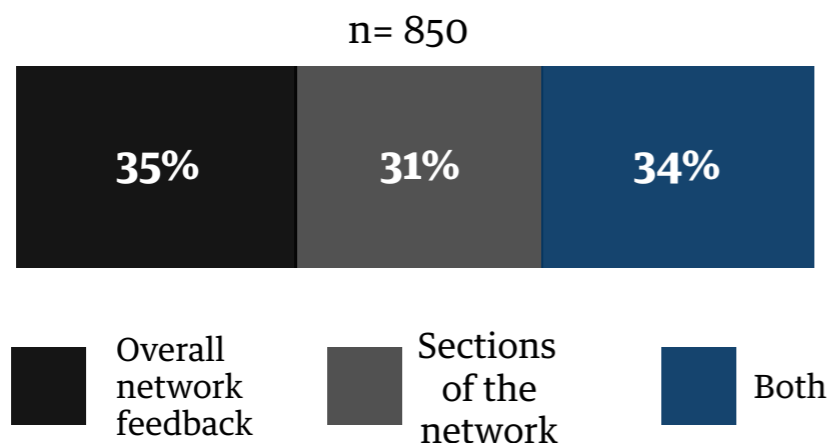
Karori/Kelburn area

Kilbirnie/Miramar area

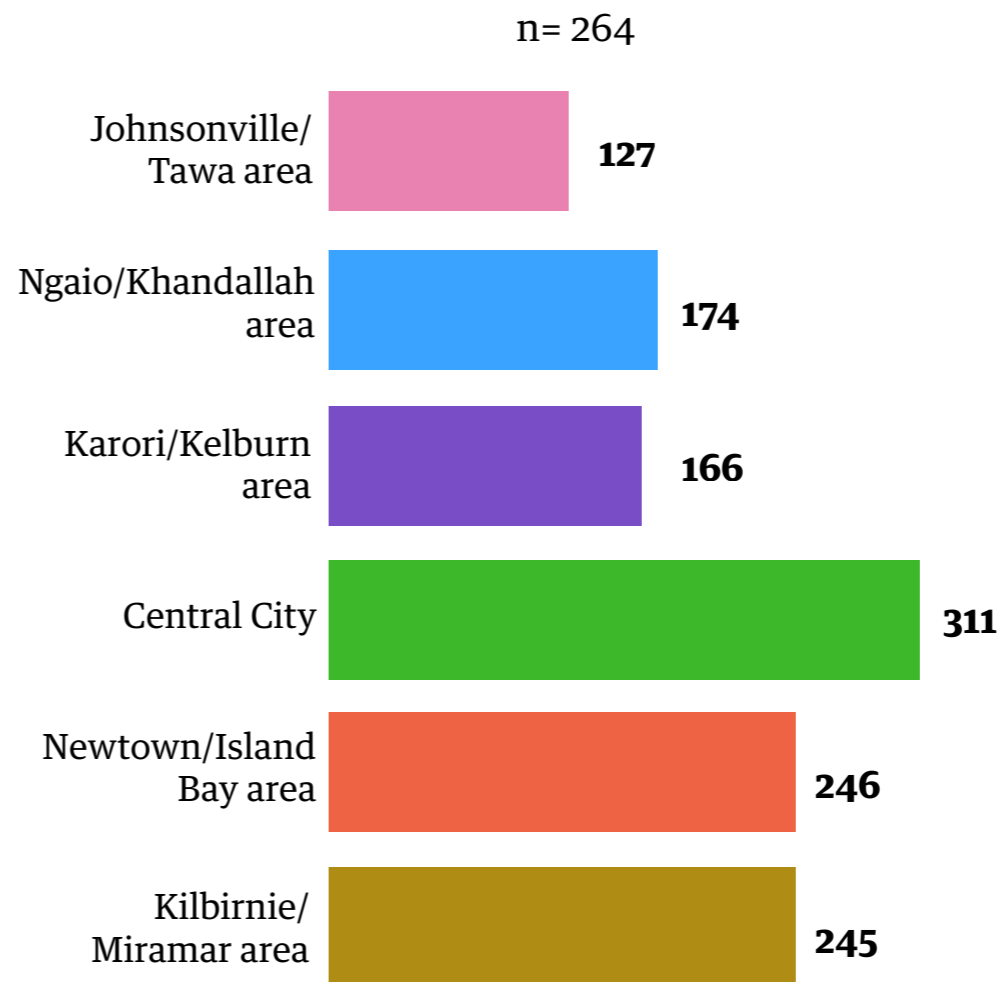
Newtown/Island Bay area

# Area-specific feedback

What would you like to provide feedback on?



What areas would you like to provide feedback on?

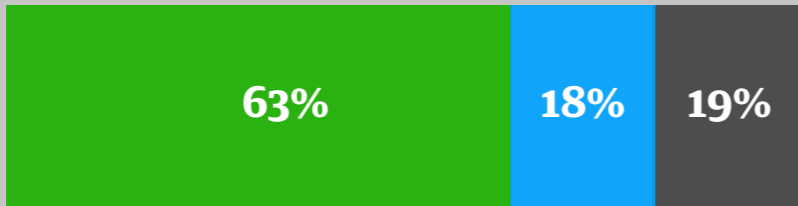


# Area-specific feedback

Do you think the network is on the right streets in this area?

**Johnsonville/  
Tawa area**

n = 127



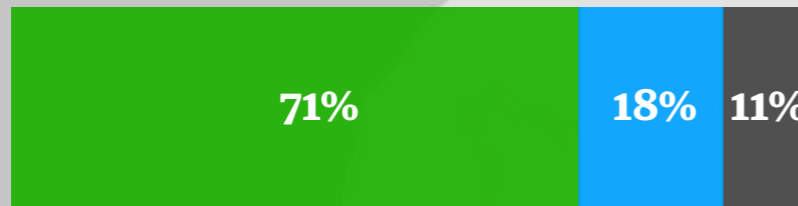
**Ngaio/Khandallah area**

n = 174



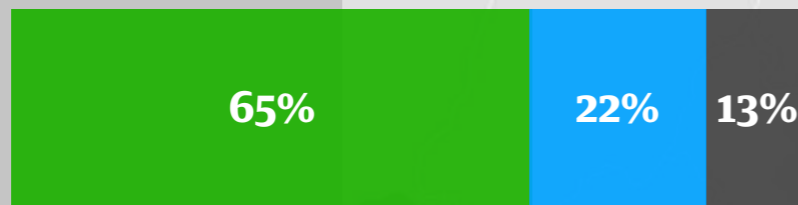
**Karori/  
Kelburn area**

n = 166



**Central  
City**

n = 311



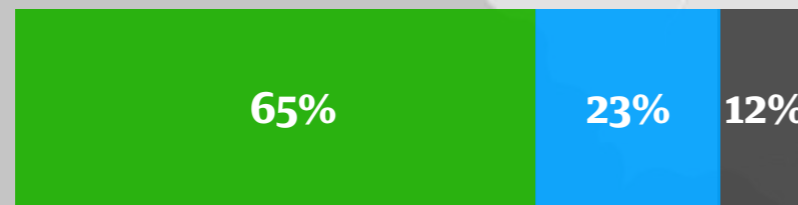
**Newtown/Island  
Bay area**

n = 246

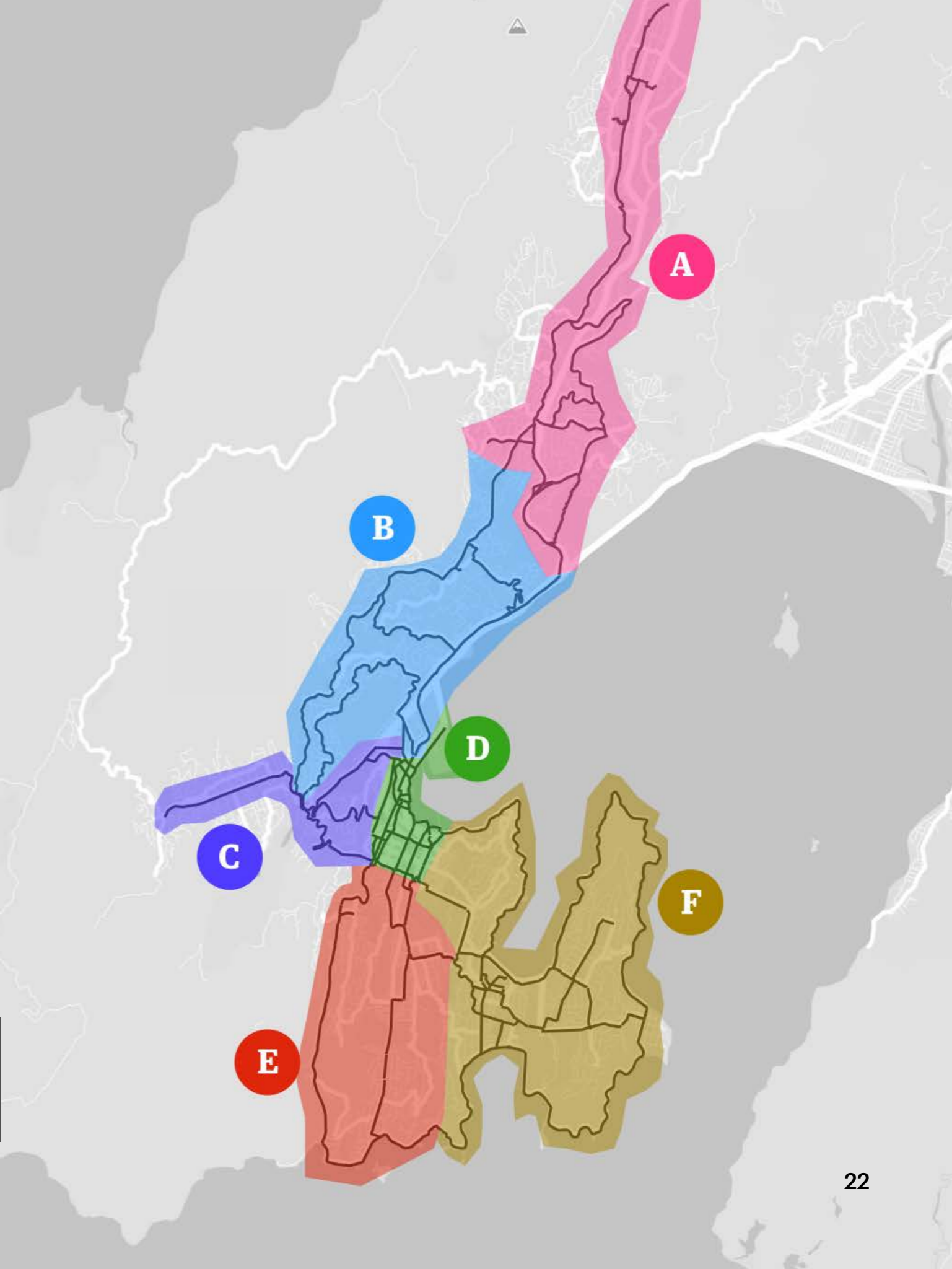


**Kilbirnie/  
Miramar area**

n = 245

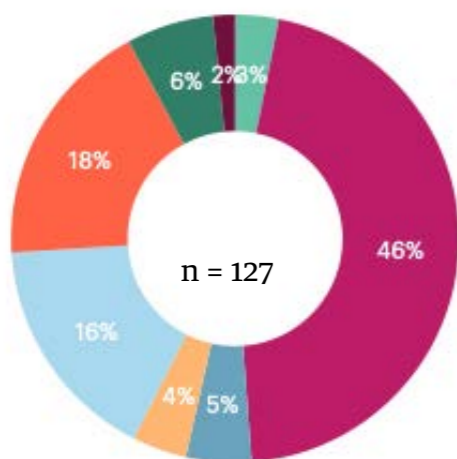


■ Yes   
 ■ No - I have suggestions   
 ■ Not sure

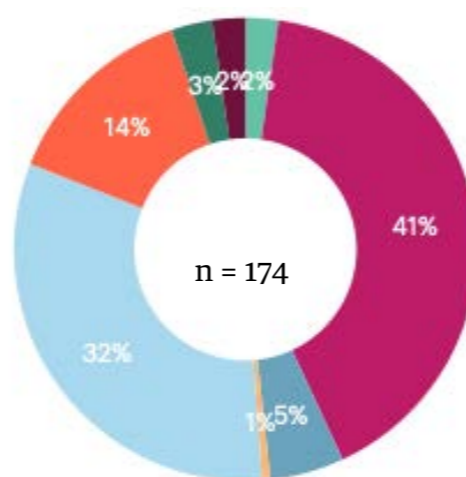


# Relationship to the areas

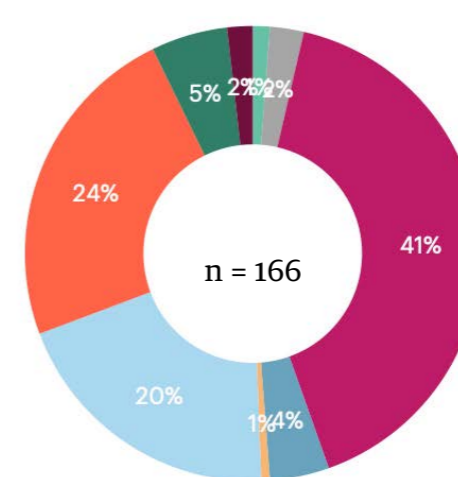
Johnsonville/Tawa area



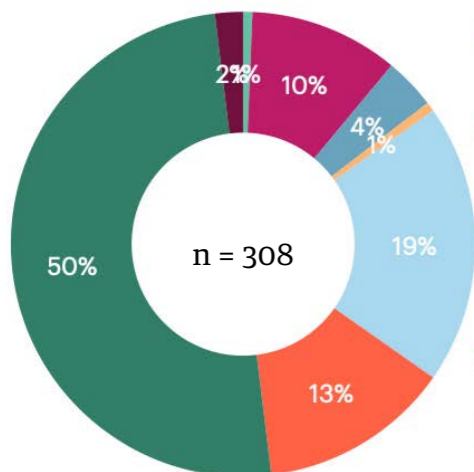
Ngaio/Khandallah area



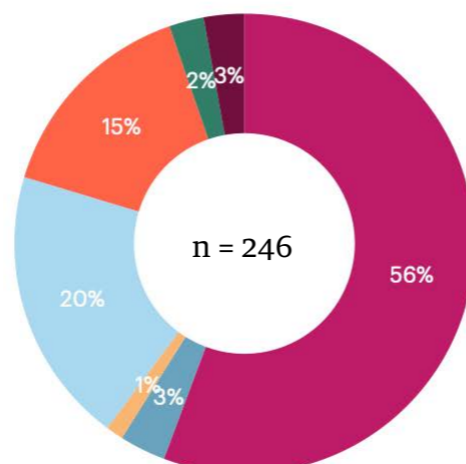
Karori/Kelburn area



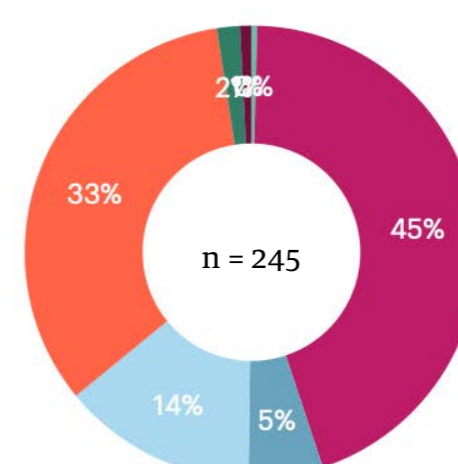
Central City












Newtown/Island Bay area



Kilbirnie/Miramar area



-  I live in the area
-  I visit the area (e.g. to see friends, shop or for sport and recreation)
-  I live in Wellington
-  I go to school, university or other education provider in the area
-  I travel through the area
-  I work in the area
-  I own or manage a business in the area
-  Other
-  I don't have any relationship to the area

# How do you usually get around this area? (Tick all that apply)

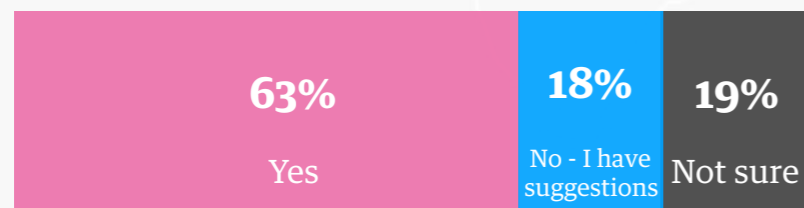




# Johnsonville/Tawa

## What we heard

Do you think the network is on the right streets in this area?



n = 125

**125**  
people engaged  
on this area

*“Getting Middleton Rd right will be critical. This is the final link to allowing protected cycling from as far as Kāpiti.”*

*“Yes route seems most direct but given the traffic volumes there needs to be very good separated cyclist facilities.”*

*“Bikes on trains- making sure there are good connections between the cycle lanes and the train stations.”*

# Johnsonville/Tawa

## What we heard

**n** Number of comments that mention location

### Churton Park

- Include this area in the proposal (via Westchester Drive)
- Expand network in this area (eg Melksham Drive, Stebbings stream)

### Johnsonville

- Concern about impacts on business/parking on Johnsonville Rd (Use quieter routes eg Broderick Rd)
- Consider the future role of Moorefield Rd versus Johnsonville Rd (which road will be prioritised for cyclists?)
- Current roundabouts and SH1 intersection are dangerous for cyclists
- Improve connections to West Johnsonville
- Between Johnsonville and Tawa is extremely dangerous - even for pedestrians
- Moorefield shared path is currently not working, consider paths on both sides of the road

### Ngauranga Gorge

- Separate cycleway from cars/pedestrians
- Maintain path (clear debris)
- Ensure bike lane/sidewalk is wider (currently narrow)
- Onslow Rd should be used by cyclists instead of Ngauranga Gorge
- Consider only downhill traffic to ride on southbound side
- Improve crossing from east side of Centennial Highway
- Improve access to Wakely Rd
- Make Wakely Rd shared path two way for cyclists

20+

### Tawa/Linden

- A lot of reluctant commuters in the area, advertise/encourage cycle use
- Grasslees to Linden shops section of Tawa cycleway is disconnected and inefficient (Davies and Beauchamp streets)
- Include Rawson St and give active modes priority
- Include crossings because of busy roads (eg Linden Ave, McLellan St, Main Rd)
- Include access to east/west (eg Takapu)
- A lot of recreational cyclists in the area, will need to cater to all cyclists
- Connect with Main Rd via Oxford St

20+

### Middleton Rd

- Clear debris and keep clean
- Separate cycleway from cars
- Concern about width of road/cycleways
- Increase in traffic using this route as an alternative to the motorway
- Reduce speed of traffic
- Needs better lighting (particularly towards Tawa end)
- Blind corner needs addressing (when entering 50km/h zone at Tawa end)

<10

30+

### Newlands/Newlands Rd

- Concerned about the width of road/cycleway
- Dangerous/fast driving
- Prioritise this cycleway as it provides essential connections to amenities
- Make sure Newlands College is connected

<10

20+

### Other locations

- Include SH1
- Include crossings over SH1
- Connect to Skyline track
- Connect to Woodridge
- Connection to train stations

# Ngaio/Khandallah

## What we heard

Do you think the network is on the right streets in this area?



n = 174

**174**  
people engaged  
on this area

*“All routes to the Western suburbs will be hilly, but ebikes flatten hills, so no need to look for the flattest longest route. Lots of quieter streets to use.”*

*“Please implement some trial changes sooner rather than later. I have lived in this area for five years and there are NO bike amenities, despite many cyclists. Because it is hilly the previous plan assumed nobody here would cycle, but e-bikes have completely changed the game. Don't leave us until last.”*

# Ngaio/Khandallah (1 of 2)

## What we heard

**n** Number of comments that mention location

### Ngaio/Ngaio village

- Choke point with large amount of parking
- Motorists do not obey safer speed zones
- Reduce speeds, particularly around schools
- Currently narrow and unsafe
- Currently manhole covers are obtrusive (and on way to Khandallah)
- Expand network north of Ngaio

### Burma Rd/Box Hill

- Consider this a primary route due to large numbers of cyclists (High amount of school students)
- High numbers of vehicles
- Dangerous due to fast vehicles speeds and wind
- Introduce more crossings (eg: Junction of Burma and Station roads)
- Parking is difficult so give plenty of notice of removal

### Onslow Rd

- This route is currently too dangerous/narrow for cyclists
- Consider other routes instead (eg Bridle track)

### Ngaio Gorge Rd

- Make sure cycleway is separated/protected
- Consider bus/bike only for early commuting hours to increase safety
- Kenya St has obstructive parking

### Pembroke Rd

- Important to reduce parking

### Bridle track

- Connect the network via the Bridle track
- Currently has high usage
- Would be a great connection to the city for e-bike users

### Lennel Rd/Grant Rd

- This route is currently too dangerous/narrow for cyclists
- Cyclists use Wadestown Rd instead
- Make sure the cycle lane is separate/protected (from buses also)



**n** Number of comments that mention location

# Ngaio/Khandallah (2 of 2)

## What we heard

### Khandallah

- Connect Khandallah shops with Cashmere Ave
- Ottawa and Khandallah roads very narrow with no room for extending
- Roundabouts are currently unsafe for cyclists
- Include Khandallah Park

10+

30+

### Hutt Rd

- Poor visibility of driveways
- Intersection with Onslow Rd is currently very dangerous
- Connect seamlessly with Te Ara Tupua
- Grade separate all micro-mode paths
- Implement this route quickly
- Ensure seaside route to connect with ferry

### Wadestown/Wadestown Rd

- Reduce speeds in this area as currently dangerous for all users
- Use all of this road rather than Lennel/Grant roads and Grosvenor Terrace / Barnard St
- Make this a primary route
- Include Blackbridge St

20+

20+

### Other locations:

- Connect directly to Interislander Terminal
- Connect to Petone and Lower Hutt
- Include Albemarle Rd
- Additional branch across Ian Galloway Park
- Include Cockayne Rd
- Include network around Onslow College/Raroa Intermediate on roads like Elliott Street and Haumia Streets
- Utilise Trelissick Park
- Extend into Otari Bush (passing this area is currently very narrow)
- Use Hawkstone instead of Hill Rd (avoiding steep routes)

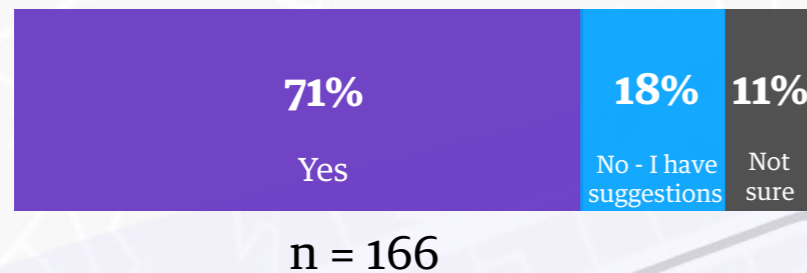
### Thorndon/Tinakori Rd

- Tinakori Rd needs improvements & is a vital connection
- Include Thorndon Quay to the Molesworth Street area (Molesworth, Murphy, Mulgrave streets are very difficult)
- Do whole length of Tinakori Rd (and remove parking)
- Cycleway crosses the road when joining Thorndon Quay (currently dangerous)

# Karori/Kelburn

## What we heard

Do you think the network is on the right streets in this area?



**166**  
people engaged  
on this area

*“You are basically taking the busiest roads and putting cycle lanes on them. Personally I think quieter streets should be considered as putting segregated cycle ways on busy main roads will just slow down buses and other road users for a few cyclists...”*

*“No point for bike lanes going downhill (already most people match the speed of cars), uphill is where the money should be spent - just leave room for ebikes to overtake slower regular bikes if we're going to be confined to them.”*

# Karori/Kelburn (1 of 2)

## What we heard

### Chaytor St

- Intersection with Raroa Cres is currently very dangerous
- Consider a route running around Appleton park
- Blindspot at the bottom of Chaytor St due to parked buses
- Turning into Curtis Rd is difficult for all users
- Make sure the cycleway is separated/protected
- People often use The Rigi as an alternative (downhill)
- Build a pedestrian/cycle tunnel to connect to The Rigi

### Karori Tunnel

- Currently in need of safety improvements
- Very high risk with high vehicle speeds and dangerous motorist behaviour
- Find an alternative if possible (eg Northland Rd)

### Glenmore St

- Not much space available for cycle lane
- Consider connecting people to Glenmore via Botanic Garden
- The safety concerns for cyclists in this area will be hard to resolve
- Make sure pinch points on uphill side (near the Botanic Garden) are solved with protected cyclelane

### Kelburn/Upland Rd

- Prioritise this side of the tunnel for permanent improvements
- Currently in need of safety improvements
- Consider removing intersections altogether to make safer for cyclists
- Make sure this is integrated with Victoria University
- Various choke points with parking and narrow roads
- Plunket St is used as an alternative by cyclists
- Various extremely windy locations (149 Upland Rd and 50 Kelburn Parade)
- Include more bike locking locations

### Aro St/Raroa Rd/Raroa Crescent

- Make sure it is easy to access Brooklyn cycleway from Aro St
- Currently very dangerous due to close proximity to vehicles & buses (introduce traffic calming measures)
- Consider adding Polhill track as a connection - this is often used by commuters
- Sort out Raroa Junction
- Prioritise this route (due to safety concerns)
- Remove parking (this will also increase traffic flow)
- Avoid the tightness of Aro St with a bike cable car / elevator
- Extend primary route (high usage)

**n** Number of comments that mention location

10+

20+

10+

10+

30+

# Karori/Kelburn (2 of 2)

## What we heard

**n** Number of comments that mention location

**60+**

### Karori/Karori Rd

- Friend St/Homewood St may be a better alternative
- Consider adding routes heading south within Karori (with vehicle speed reduction)
- Make vehicle speed limit 30km/h for whole length of Karori Rd to improve safety
- Consider adding traffic calming measures
- Cars don't obey current sections of 30km/h in this area
- Not sure if this road is necessary - other roads in Karori are wider and currently used
- Make sure this is integrated with Karori Normal School
- Traffic often turns on/off this road, so a cycle way will create many intersections
- Large amounts of Karori are outside of the catchment area compared to other suburbs
- Parking makes road very narrow
- Include Old Karori Rd

**<10**

### Salamanca Rd

- Prioritise Salamanca Rd due to high cyclist usage
- Consider finding alternatives to connect CBD to Victoria University (due to high volumes of traffic)
- Dangerous route due to narrow widths and frequent bus usage
- Remove parking completely
- Include mirrors to help visibility
- Make sure cycleway is separated/ protected

**<10**

### The Terrace

- Consider finding alternatives to connect CBD to Victoria University (due to high volumes of traffic)
- Consider connecting through the university via Mount St (cut behind Mena's Convenience Store)
- Connecting to Vera St

### Other locations

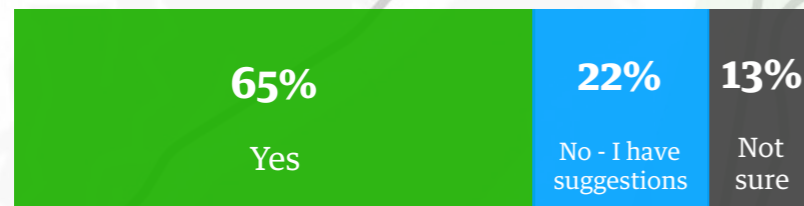
- Link to Braithewaite St and Ben Burn Park
- Include Birdwood St (or use this to replace Chaytor)
- Include Campbell St
- Link to the bottom of Makara Peak bike park
- Continue Bike path down Tinakori Rd to Old Hutt Rd
- Utilise Te Ahumairangi
- Consider filtered permeability between Beauchamp and Birdwood streets
- Coordinate with Cable Car
- Garden Rd is used by cyclists and has frequent accidents due to width
- Include access to Zealandia
- Utilise Botanic Garden



# Central City

## What we heard

Do you think the network is on the right streets in this area?



n = 311

**311**  
people engaged  
on this area

*“Increase bike parking facilities around the city centre - cannot rely on businesses providing adequate parking facilities. Mix of quick use bike stands (as common) with more secure parking facilities ”*

*“Love the cut-throughs to the waterfront! These changes, if they go through, will make a huge difference to my ability to cycle in the city, and my enjoyment of it!”*



**n** Number of comments that mention location

# Central City (1 of 3)

## What we heard

### The Terrace

- Currently dangerous due to road width and vehicles pulling out
- More pedestrian crossings
- Not ideal for a cycle lane
- Introduce a peak time clearway on either side
- Turn hillside steps (from Ghuznee St) to a graded pavement so cyclists can use

### Victoria St

- Currently too narrow/dangerous & should be separated/protected
- Connection with Brooklyn hill bike lane is a pinch point w/ lots of buses
- Should complement Willis St, eg one way each way
- Connect with Willis via Mercer St

### Arthur St/Karo Drive

- Currently needs improvements to make safer/more accessible
- Improve SH1/Karo Drive intersection
- Listed as complete - however diagonal crossing over Cuba St is problematic and slow

### Featherston St

- Make sure cycle lane is separated/protected
- Connect Featherston St to the Lambton Quay cycle route
- A lot of vehicles stop in the reserved cycle space at traffic lights
- Consider making a cycling only street and shifting cars to the Quays
- Turn off at Hunter St instead of Panama St

### Waterfront

- Currently a slow commuting route due to high pedestrian usage
- Often conflict of modes between cyclists and pedestrians
- Redesign cycling on this route to allow for different speeds and separation of modes
- Route should be pedestrian priority, and cyclists diverted to alternatives (eg Lady Elizabeth Lane, Jervios Quay)
- Include more bicycle traffic lights
- Increase access to Willis St and Lower Cuba/Wakefield St from waterfront by adding a kerb cut from Bond St onto Willis St
- Designate a space for bikes along Cable St in front of Te Papa
- Currently hard to get on/off from other routes
- Prioritise all routes connecting to the Waterfront
- Improve crossing by Michael Fowler Centre (currently too narrow)

### Tory St

- Poor visibility when entering onto Tory St
- Proposed network has poor access from west (may have to loop around)
- High amounts of traffic (vehicles and cyclists) and street is narrow (currently unsafe)
- Poor motorist behaviour at Vivian St intersection and around Moore Wilsons
- Include bike facilities along this route
- Connect via Jesse St with contra-flow

10~

10+

50+

30+

10+

20+



**n** Number of comments that mention location

# Central City (2 of 3)

## What we heard

### Boulcott St

- Make Boulcott St lane more viable (currently too dangerous)

<10

### Panama St

- Add bike parking facilities

### Jervois Quay

- Include in proposal
- Much faster route than waterfront

10+

### Taranaki St

- Avoided due to high amount of traffic
- Make more pedestrian friendly (wider footpaths, more treeplanting, fewer traffic lanes, public transport priority)
- Poor lighting for cyclists
- Carefully consider Wakefield intersection
- Carefully consider the T intersection of Ghuznee
- Make sure cycle lane is separated/protected
- Remove the 3 parks on Taranaki St in front of Briscoes
- Install westbound lane connecting Tory to Taranaki St (Haining St or Courtenay Place)
- Make this a primary route all the way to Newtown

20+

20+

### Cambridge/Kent terraces

- Make sure cycle lane is separated/protected
- Avoided due to high amount of traffic
- Make sure cycle lane is bidirectional

### Abel Smith St

- Include this road in the proposal
- More realistic route for non e-bike users
- Carefully consider Cuba St intersection

<10



**n** Number of comments that mention location

# Central City (3 of 3)

## What we heard

### Willis St/Lambton Quay

- Make this a primary route
- Include Lambton Quay/Willis St (southbound)
- Consider how to keep bikes separated from buses

20+

### Vivian St

- Include this road in the proposal
- Wide footpath along certain parts could provide space for cycleways (eg Tory to Taranaki St)
- Include bike facilities on this road
- Turning lane from Victoria St to Vivian St is too short (causes danger for cyclists)

10+

### Rugby St

- Add contra-flow
- Lots of users missing this area due to trying to avoid the Basin
- Make this two way
- Complete all the way to Tasman

<10

<10

### The Basin

- Improve access from Mt Vic Tunnel to the north side of the basin
- Improve legibility of cycleway - especially for newcomers (hard to see/understand)
- Intersections significantly slow down cycle journeys
- Use a slip two way bike lane on one side of the street to go from Adelaide to Riddiford to avoid long waits for John St lights.
- Often closed which causes inconvenience
- Prioritise getting this right - essential for traffic flow/commuting times

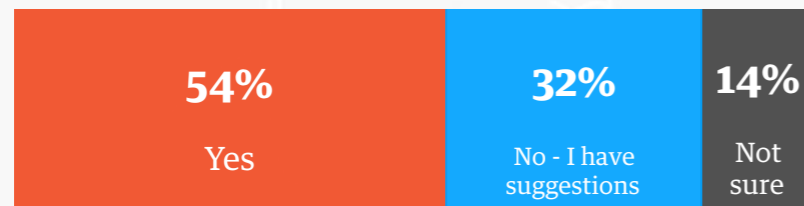
### Other locations

- Include Cuba St (make contra flow)
- Include city to sea bridge
- Include Waitangi Park
- Include Ghuznee St
- Better cater to Mt Cook/Massey
- Connect Aotea Quay to KiwiRail/Ferry Terminal
- Include Kelvin Grove to Opera House Lane
- Include Wakefield St
- Include contraflow lane on Mercer St
- Include Manners St
- Utilise Cobblestone Park
- Include a better crossing on Dixon St (better link Eva St, Opera House Lane, Egmont Street)
- Don't allow traffic to turn right from Oriental Parade on to Wakefield St, instead this traffic should turn at Courtenay place
- Improve ramp over Waterloo Quay on to the stadium concourse at the bluebridge exit
- Make Bowen and Whitmore streets separated/protected
- A lot of cyclists use Pukeahu but conflict with pedestrians

# Newtown/Island Bay

## What we heard

Do you think the network is on the right streets in this area?



n = 246

**246**  
people engaged  
on this area

*“The streets are long stretches and it is not legible for a cyclist as to the best way to get from say Ohiro Road to Adelaide Road. This plan assumes most/all are going north to south or south to north”*

*“It would be fantastic if there were dedicated, clear and safe cycle ways here: preferably with a barrier between cars and bikes. At present it is scary to bike through these busy thoroughfares, so I drive or take the bus, but bus is very irregular.”*

# Newtown/Island Bay (1 of 3)

## What we heard

n  
Number of comments that mention location

### Adelaide Rd

- This route is too busy, use alternatives (eg Tasman St, Hanson St)
- Currently poor surface for biking
- People will continue to use full stretch of Adelaide Rd regardless of alternative
- Adelaide Rd is an arterial transport route, so turning right across this is problematic for northbound traffic
- Adjust lights to avoid delays for cyclists
- Make use of parks/green spaces to move cycle lane off main arterial route

### Hospital

- Consider the significant parking needs of the hospital in the surrounding area
- Worried about impact on emergency vehicles corridor
- Consider route behind the hospital to avoid Adelaide Rd

70+

### Wakefield Park

- Busy during sports events
- Remove parking
- Utilise this space for alternative route to Adelaide Rd

40+

### Berhampore

- Use more surrounding streets eg Rintoul St, Stanley St
- Luxford and Rintoul streets are going to be unappealing to most commuters
- Remove car parking due to narrow roads
- Consideration should be given to using golf course (as proposed previously by WCC)

### Ōwhiro Bay

- Separate/protected cycleway
- Dangerous due to frequent use by large vehicles

# Newtown/Island Bay (2 of 3)

## What we heard

### Brooklyn

- Better connect to Brooklyn and Ridgeway Schools
- This route is currently unsafe with poor weather
- Preference for Mornington Rd due to traffic flow/safety
- Better connect Brooklyn with the East
- Base of Brooklyn hill is currently very unsafe
- Expand the network within Brooklyn

### Ohiro Rd

- Less of a priority due to fewer people traveling through this corridor.
- Currently unsafe with large vehicle usage & 'half done' approach/poor visibility of cycle lane
- Make cycle lanes separated/protected from traffic
- Dangerous intersection (with Brooklyn Rd)
- Include good lighting and spaces to rest on Ohiro Rd as it's quite steep

### Island Bay

- Prioritise a functioning network, despite history in this area
- Connect with Southgate
- Bike parking and/or storage
- Safety improvements needed
- Promote this route as main commuter route for surrounding suburbs

### Wallace St

- Necessary but disruptive to remove parking
- Instead of this route use Tasman St

n

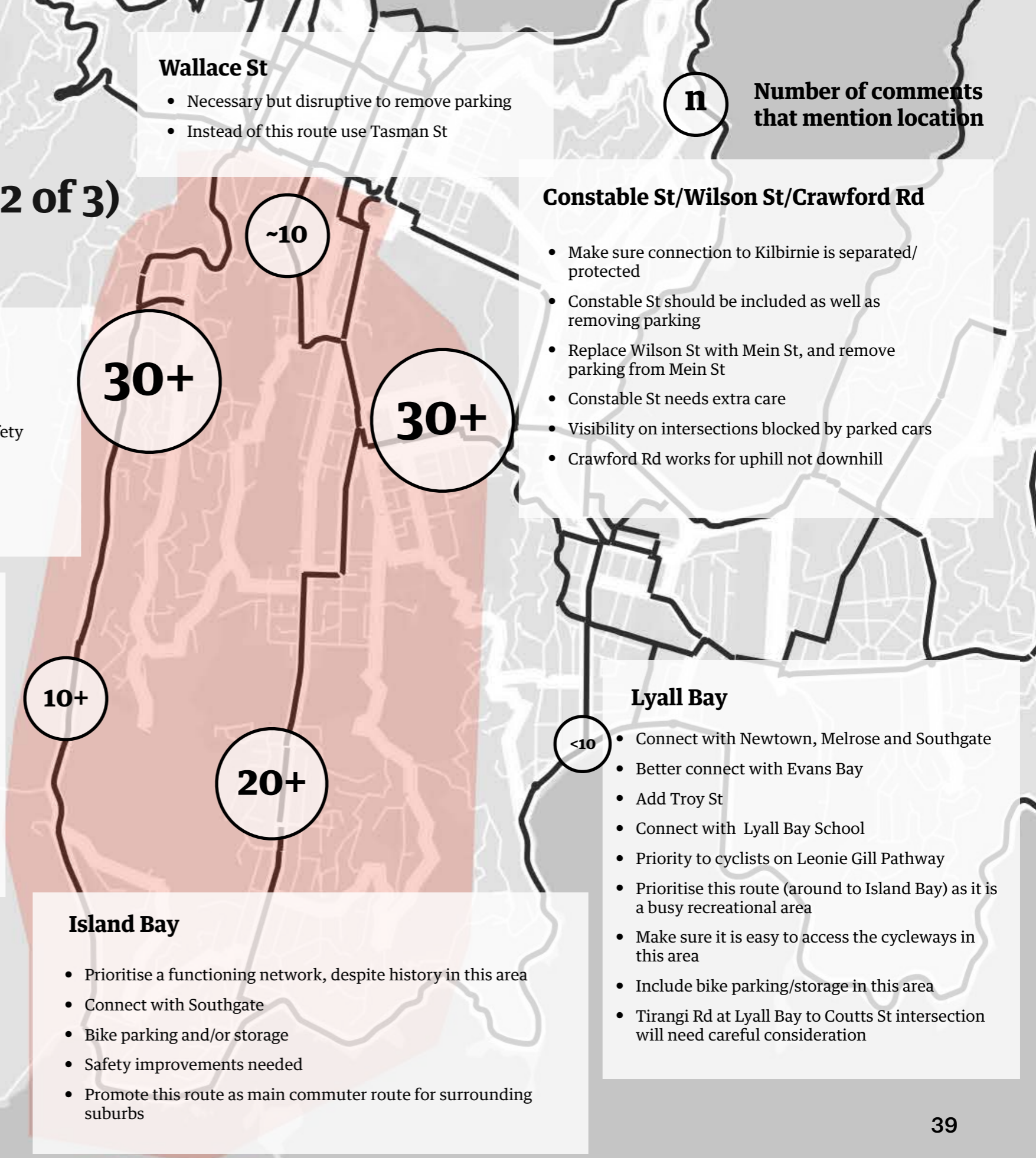
Number of comments that mention location

### Constable St/Wilson St/Crawford Rd

- Make sure connection to Kilbirnie is separated/protected
- Constable St should be included as well as removing parking
- Replace Wilson St with Mein St, and remove parking from Mein St
- Constable St needs extra care
- Visibility on intersections blocked by parked cars
- Crawford Rd works for uphill not downhill

### Lyall Bay

- Connect with Newtown, Melrose and Southgate
- Better connect with Evans Bay
- Add Troy St
- Connect with Lyall Bay School
- Priority to cyclists on Leonie Gill Pathway
- Prioritise this route (around to Island Bay) as it is a busy recreational area
- Make sure it is easy to access the cycleways in this area
- Include bike parking/storage in this area
- Tirangi Rd at Lyall Bay to Coutts St intersection will need careful consideration



# Newtown/Island Bay (3 of 3)

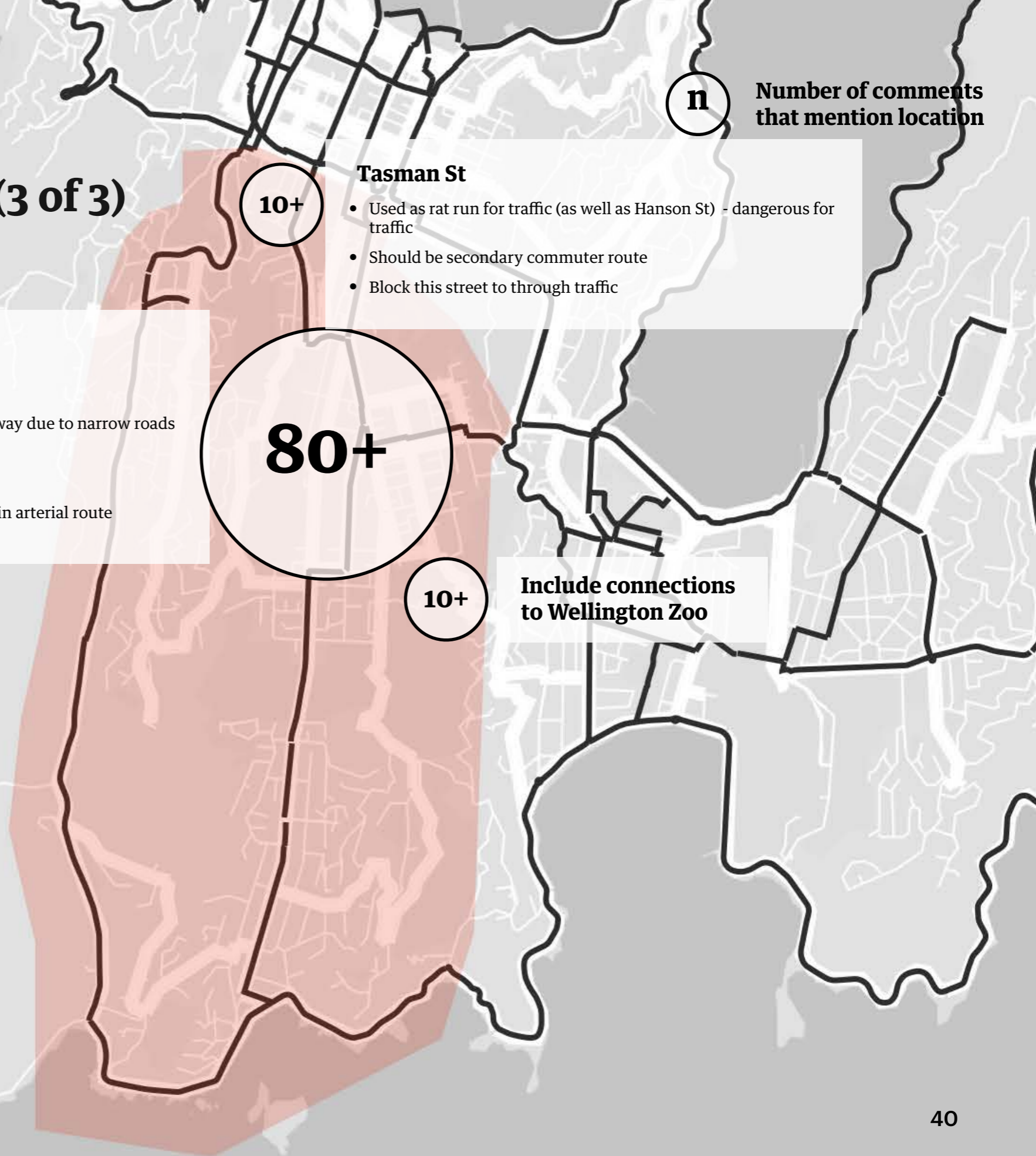
## What we heard

### Newtown/Riddiford St

- Extend route through the centre of Newtown
- Lower speeds in Newtown to 30km/h -or separated cycleway due to narrow roads
- Make Newtown a Low Traffic Neighbourhood
- Consider using the whole of Riddiford St
- Make use of parks/green spaces to move cycle lane off main arterial route

### Other locations

- Include/utilise MacAlister Park
- Use Britomart St
- Use Te Wharepōuri St
- More cycleways in the town belt
- Russell Terrace has large amount of unused parking
- Include Mansfield St
- Include Bidwill St
- Low traffic neighbourhood - particularly (Regent St, Harper St, Owen St, Somerset Ave, Hiropi St, and Wilson St)
- Cars travelling along Daniell and Owen streets should have to give way.
- Mein St is currently a rat run



10+

### Tasman St

- Used as rat run for traffic (as well as Hanson St) - dangerous for traffic
- Should be secondary commuter route
- Block this street to through traffic

80+

10+

Include connections to Wellington Zoo

n

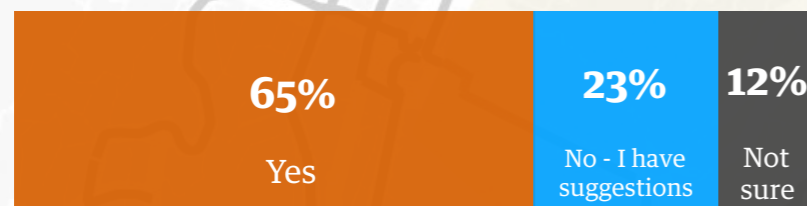
Number of comments that mention location



## Kilbirnie/Miramar

### What we heard

Do you think the network is on the right streets in this area?



n = 243

*“Great to see a full route around the Bays. Love it!”*

*“Overall this is extremely positive but I noticed there is no safe way into the suburbs of Roseneath or Hataitai within this plan. It's great that what is SH1 near the tunnel might be a bike path by 2040 but with the completion of the paths around Evans Bay it's weird not to have any dedicated cycling infrastructure inside Hataitai itself.”*

**243**  
people engaged  
on this area



**n** Number of comments that mention location

## Kilbirnie/Miramar (1 of 3)

### What we heard



#### Mt Victoria

- Include more cycleways in this area (eg Hawker St)
- Consider sealed route over Mt Vic rather than through the tunnel (Could repurpose current 4WD track)
- Currently Mt Vic tunnel is too narrow
- Concern route through Mt Vic tunnel will be unpleasant - significant improvements needed
- Designated cycle routes to and from the off road sections of Mt Vic
- Mt Vic tunnel is used by many to avoid using Constable/Crawford streets (uphill routes)
- Make a low traffic neighbourhood
- Ensure access to mountain biking areas
- Stop honking in the tunnel
- Mt Vic tunnel down Paterson St to cycle north is pretty awkward and badly managed currently

#### Roseneath

- Include connections to Roseneath School
- More cycleways needed in this area (eg Waipapa Rd)
- In need of parking removal/monitoring - often left for long periods

#### Strathmore Park

- Extend network to include Monorgan St/Strathmore Ave (this will better connect 2 schools and community centre)
- Include connections to Scots College, Kahurangi School
- Connect directly with Airport roundabout

#### Seatoun

- Include connections to Seatoun Park
- Include connections to Seatoun School, Te Kura Kaupapa Māori O Ngā Mokopuna, St Anthony's School
- Include more streets in this area
- Important that this area is catered too due to equity issues
- Connect Seatoun tunnel to waterfront along Ferry St.



**n** Number of comments that mention location

## Kilbirnie/Miramar (2 of 3)

### What we heard

#### Miramar

- Include Awa St, Para St and Darlington Rd
- Include Brusses St, Para St and Tianau Rd (to avoid Park Rd and Miramar Ave)
- Continue up Camperdown Rd and Totara Rd
- Connect to Miramar North School, Miramar Christian School, Holy Cross School, Miramar Central School
- Currently very dangerous, even with 30km/h (extend this zone)
- Make cycleway separated/protected
- Use alternative routes near Miramar South School to avoid busy bus routes
- Broadway is extremely busy/dangerous so either fully separate cycleway or choose alternative
- Remove cabbage trees

#### Shelly Bay

- Lower vehicle speeds
- Concerned about impact on vehicles, especially with recent developments
- Miramar Ave/Shelly Bay Rd intersection is confusing for users in all directions
- Make sure this integrates well with future Shelly Bay ferry terminal

~10

~40

30+

#### 'Around the bays'

- Consider one lane of traffic and widening footpath/cycle lane
- Limited width
- Make sure cycleway is separated/protected
- This route is not necessary or should not be a priority
- Make sure to preserve the natural beauty of the area
- Consider longevity of coastal routes
- Consider impact on runners/pedestrians
- Concern about accessing parking in this area
- Include connection to Worsler Bay School



**Number of comments that mention location**

## Kilbirnie/Miramar (3 of 3)

### What we heard

~30

20+

#### Hataitai

- More cycleways needed in this area (eg Moxham Ave is commonly used due to low elevation)
- Moxham Ave is often backed up with traffic and is dangerous for cyclists
- Needs better connections to Newtown
- In the future consider use of Hataitai bus tunnel
- Include connection to Hataitai School
- Common alternative to Evans Bay/Oriental Bay when windy
- In need of parking removal/monitoring - often left for long periods

#### Other areas

- Include connections within Mapuia
- Make sure the airport is well connected
- A separated bike lane under the airport runway
- Add uphill bike or shared paths to Elizabeth St, Carlton Gore/Grafton Rd, Maupuia Rd (connecting with the old prison road trail) Awa Rd and Alexandra Rd.
- Rongotai Rd, cyclists hard to spot
- Don't use Ruahine St and Wellington Rd
- Oriental Bay is currently not safe
- Include Stewart Duff Dr
- Prioritising cycling and walking crossings for those travelling along the Leonie Gill pathway.
- Make Childers Terrace a one-way
- Coutts St link missing - the full length should be cycleway
- A way to cross Ruahine St to go to Goa St coming down from Hataitai Park is also needed.
- Prioritise Rongotai Rd

#### Kilbirnie

- Include connections to Kilbirnie School
- Consider giving cyclists priority when crossing
- Completely pedestrianise Bay Rd
- Consider reducing amount of traffic on Yule St
- Pak'n'Save carpark (entering/exiting) causes a lot of issues
- Intersection closest to Pak'n'Save urgently needs a raised pedestrian crossing and traffic calming measures.
- Prioritise this area
- Reinstall the pedestrian/bike crossings on Ross and Yule streets
- Connect to Kilbirnie Aquatic Centre

## **Other engagement activities**

## Community drop-ins

Engagement on *Our City Tomorrow* kicked off with a launch event at the Public Trust Building. The event was attended in-person by stakeholders with the community watching online or viewing the event on YouTube after the event.

We hosted 10 drop-in sessions around the city. Community members could pop in, get the information they are interested in and ask questions of staff. Over 550 community members attended a drop-in session.

Drop-ins were held in:

- Thorndon
- Johnsonville
- Tawa
- Karori
- Miramar
- Island Bay
- Ngaio
- Newtown
- Kilbirnie
- Central City

We also ran a special session with a group of kids from Wellington High School, alongside the District Plan team.

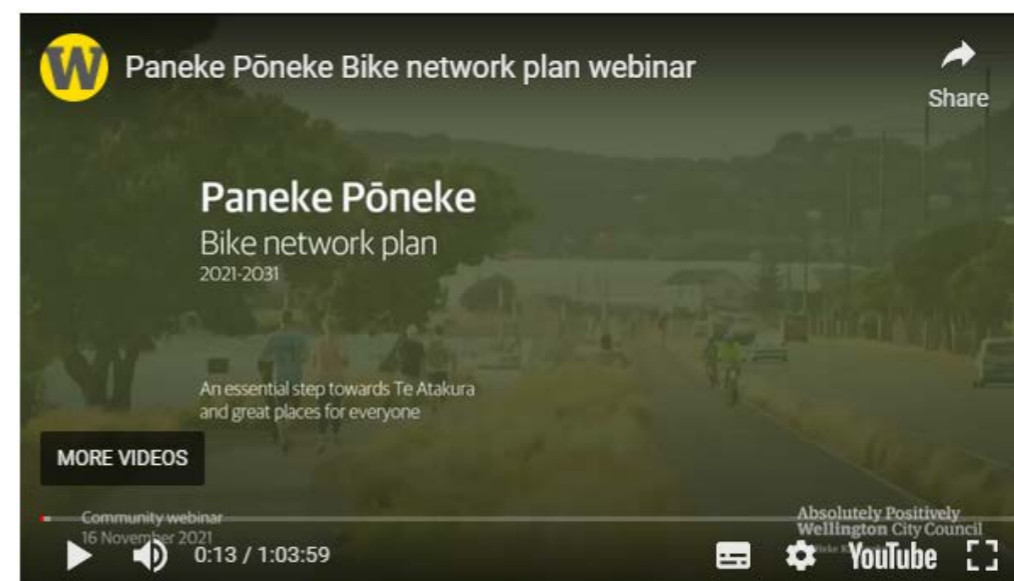


## Webinars

We facilitate and participated in three webinars during the engagement period. Online workshops were available for residents' associations and a combined session of all the Wellington City Council Advisory Groups.

On 16 November, we hosted a webinar for the wider community. The project team talked through the planned routes, the principles and delivery approaches. Half the session was dedicated to answering questions submitted by audience members.

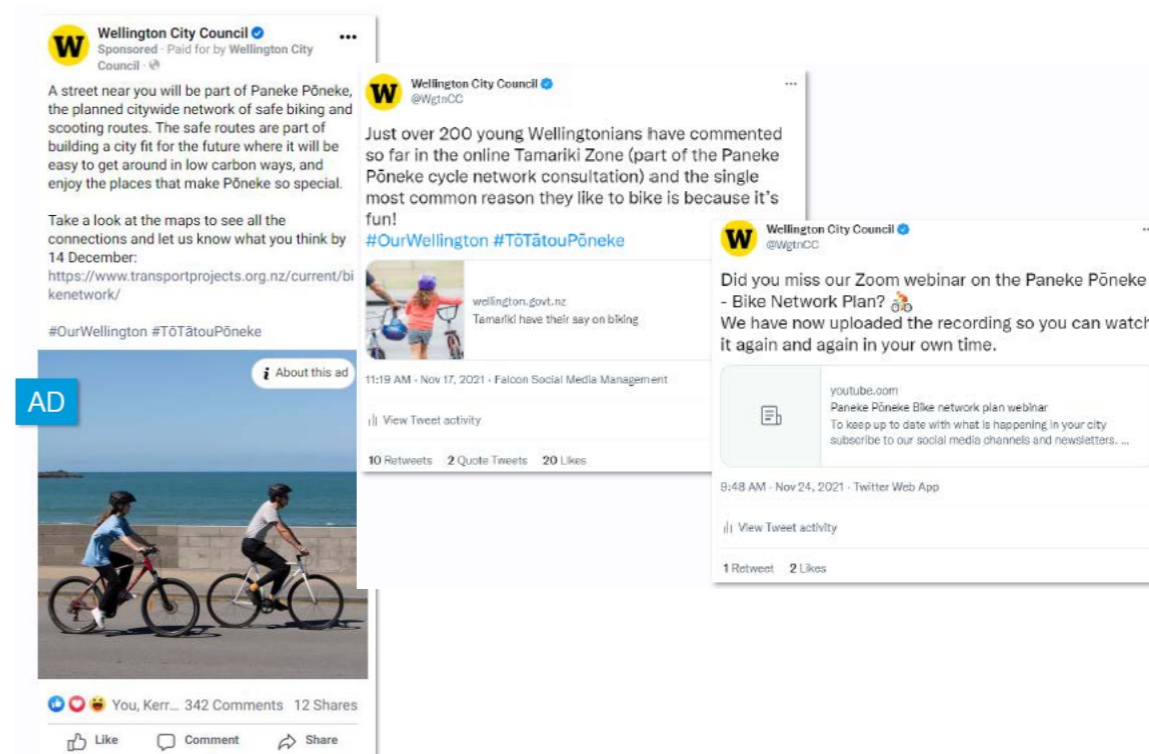
55 people attended the webinar live, with over 150 viewing it on YouTube after the event.



## Promotion and advertising

The Paneke Pōneke - Bike network plan was promoted as part of the umbrella campaign *Our City Tomorrow*, along with the draft District Plan and mass rapid transit options, through various digital channels, street posters, print ads and Adshels. Promotion activities for Our City Tomorrow performed higher than the industry average.

Some separate promotion for the Paneke Pōneke consultation and webinar was done using the Council’s social media channels and Dominion Post ads . The campaign had a large reach and was one of the highest performing campaigns Council has ever run.



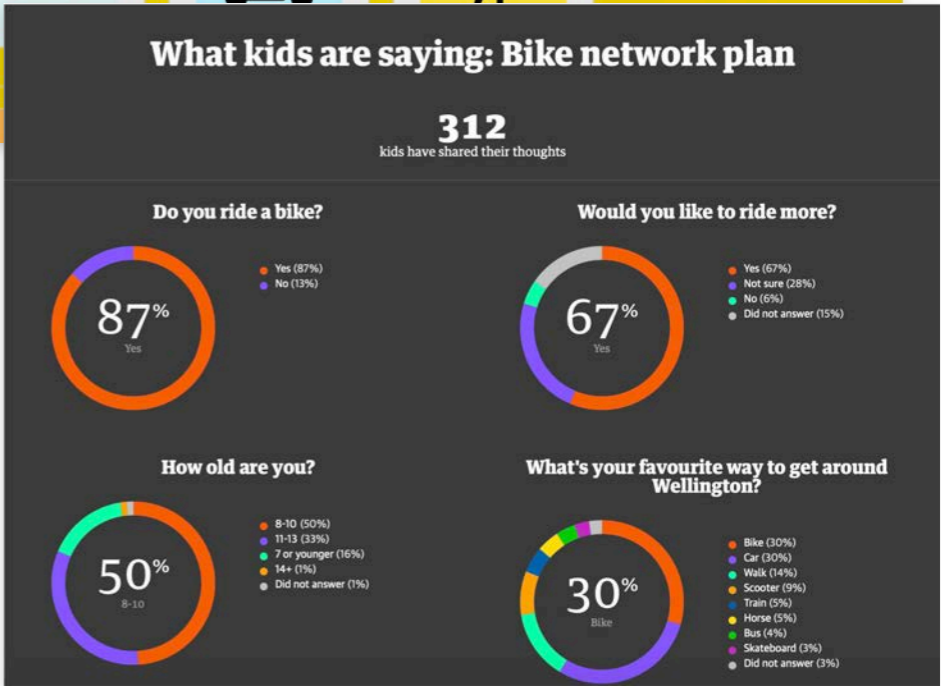


# Tamariki Zone

The Tamariki zone was aimed at kids up to the age of 14 years old. We had 312 responses to the kids' survey that asked general questions about riding bikes.

[You can see the Tamariki zone here](#)

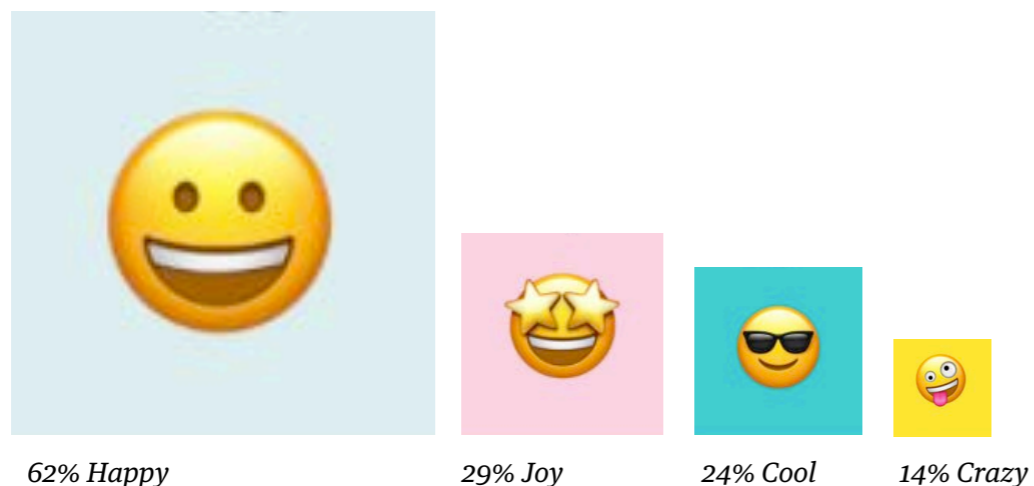
**312**  
Responses



## Tamariki Zone

### How does riding make you feel?

n=266



### Which bike do you like the most?

n=302



### Why do you like biking?

(Example comments)

n=237

“I like biking to places because it means I don't get stuck in the car and be bored. I always feel good after a bike ride especially if I am feeling upset. I want to be able to bike to school so we don't have to drive.”

“Biking is very fun and I feel very very alive! Riding the bike is also very good exercise.”

“I don't have to rely on my parents to take me places. I really like biking to the shops without them! I like that I don't get stuck in traffic like we do in the car! I like the freedom and I feel better after a bike ride.”

“Because it is fun. Because it does not smell bad. Because it does not pollute. Because it is making me stronger.”

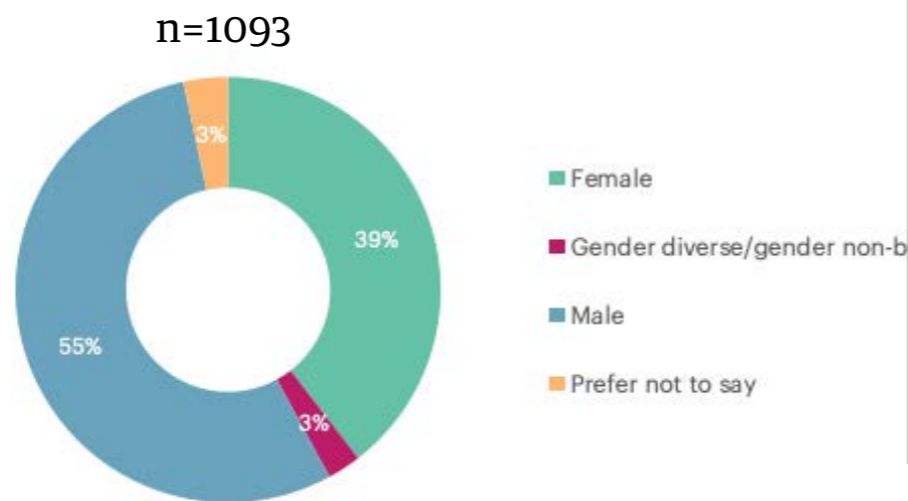
“Because you get wind in your face and its fun.”

“It is good exercise and it is very peaceful”

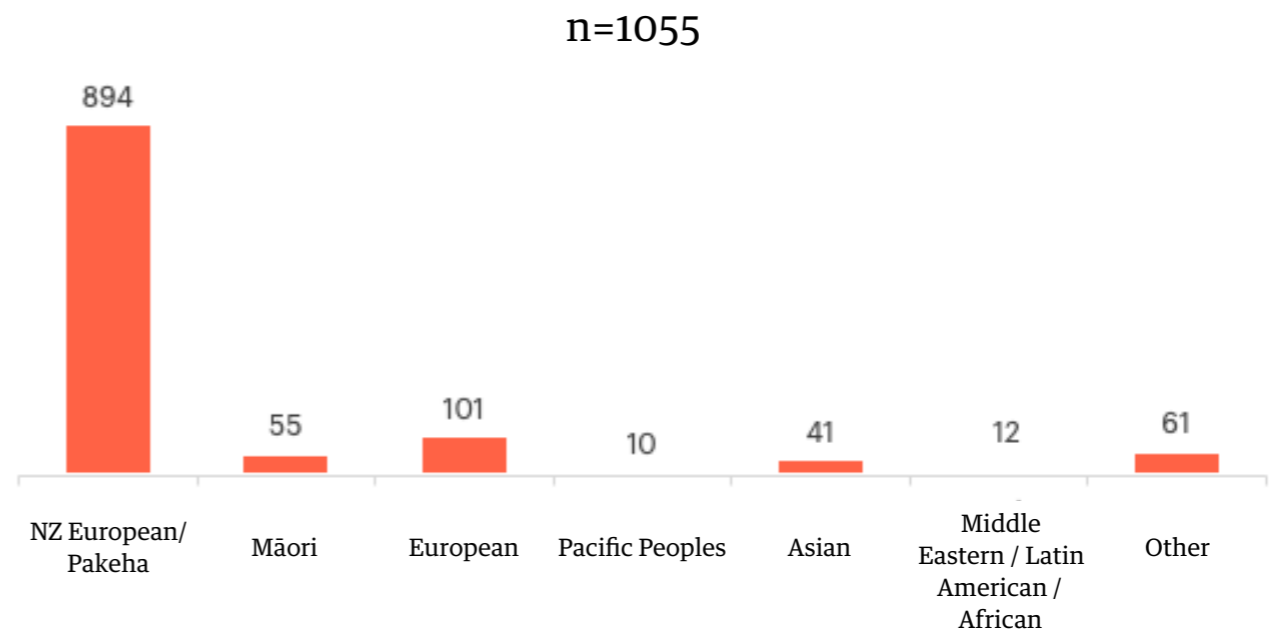
## **Who we heard from**

# Demographics

Please choose the gender that best identifies you:



Please choose the ethnicity group/s you identify with:

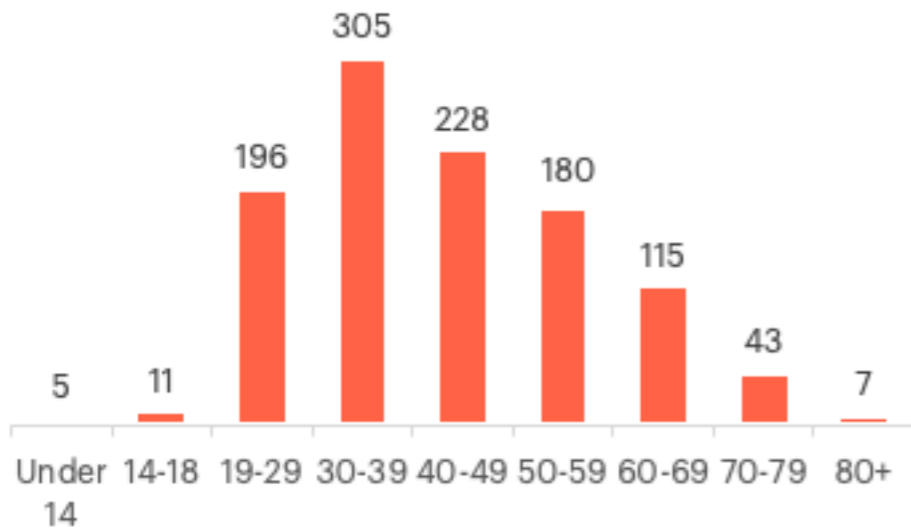


Note: The Tamariki Zone is not represented in the demographics

# Demographics

Which age group do you belong to:

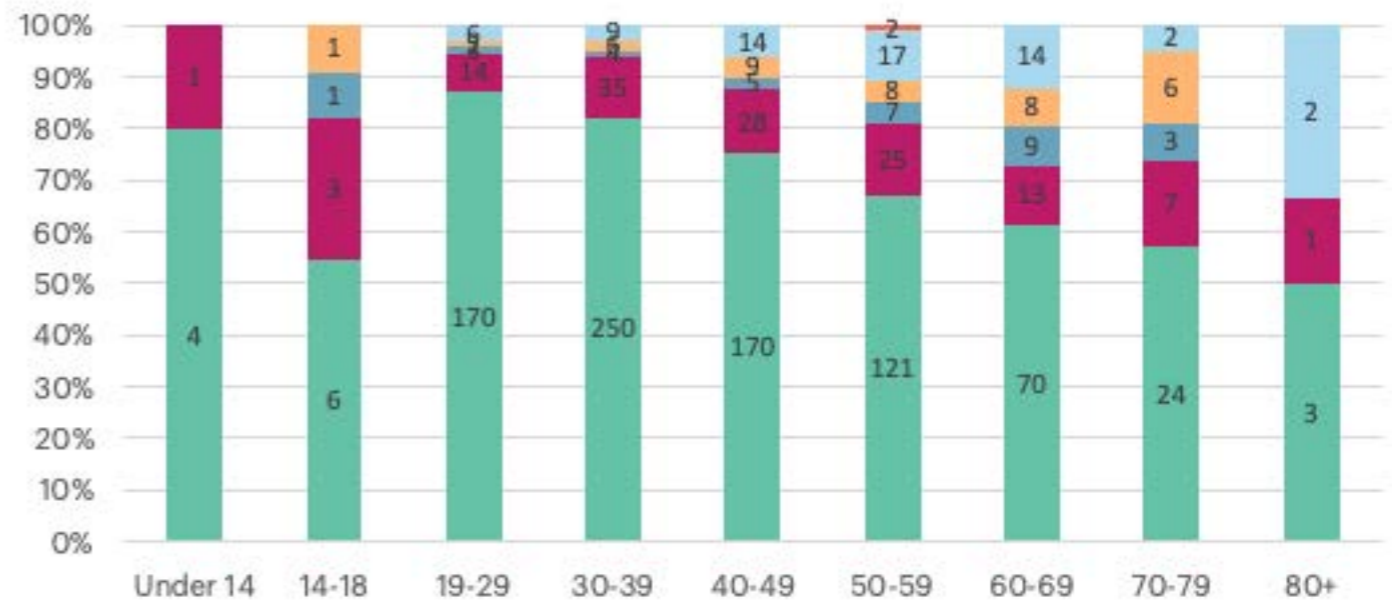
n=1090



Note: The Tamariki Zone is not represented in the demographics

Overall, do you support the proposed bike network plan?

n=1083



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

# Current mode of travel vs preferred mode of travel

How do you usually get around the city vs how do you prefer to get around the city?

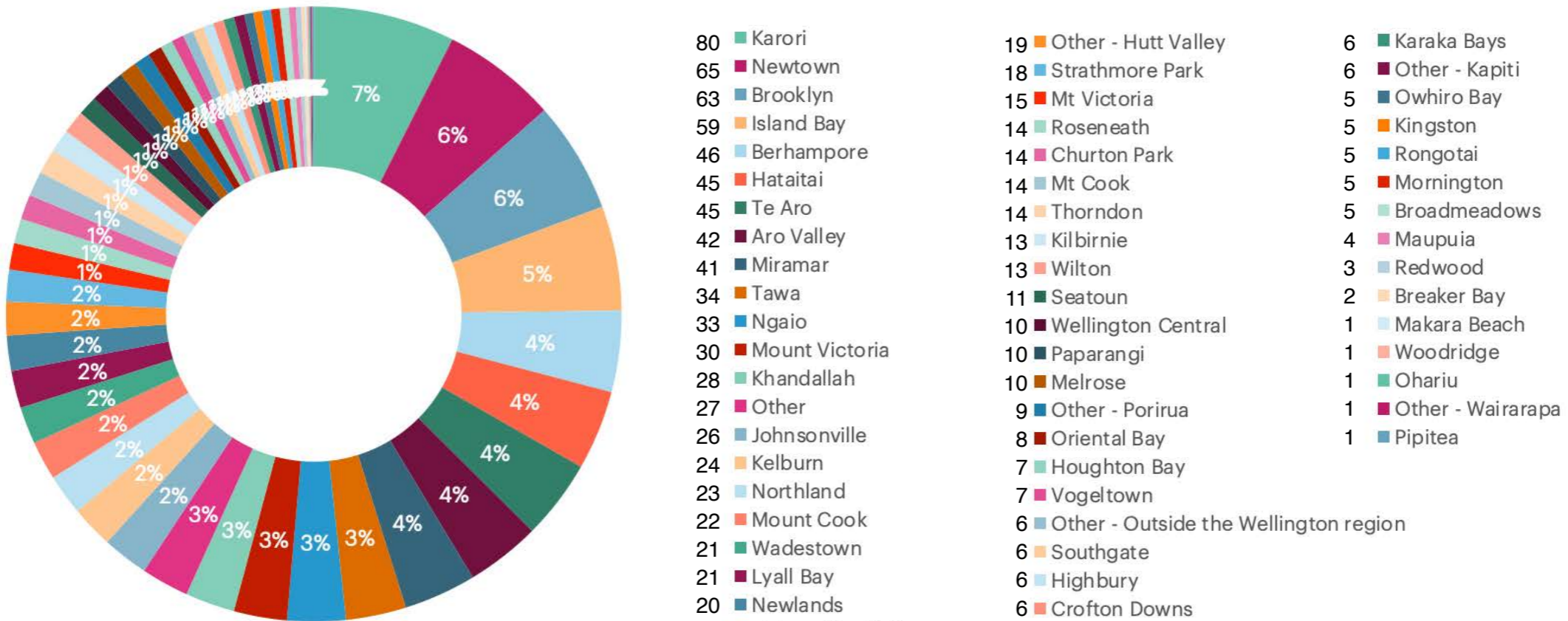


# Demographics

Which suburb do you live in?

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

n=1076

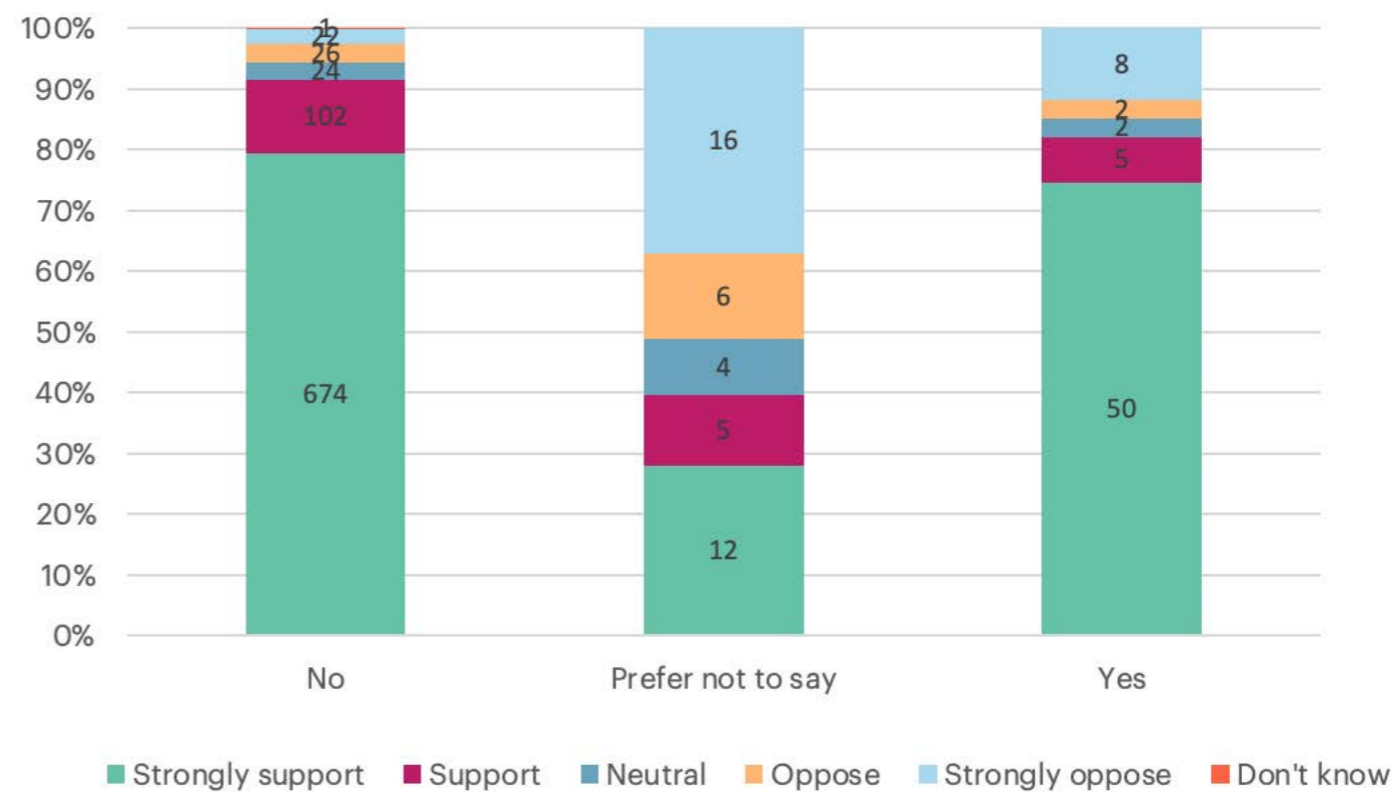


Note: The Tamariki Zone is not represented in the demographics

# Accessibility

**70 (7%)**  
of respondents live with a  
disability or accessibility issues

Do you live with a disability or accessibility issues?  
(Support for the proposal)





## Organisations we heard from

Capital and Coast District Health Board	NZAA Wellington District Council
CCS Disability Action Wellington	Onslow College Year 9 & 10 kids
Cycle Wellington	Parents for Climate Aotearoa
Different Spokes - Rainbow Group et al	Port Nicholson Pōneke cycle club
Disabled Persons Assembly (DPA) NZ Inc	Spacecraft Architects
Doctors for Active, Safe Transport	Tawa Business Group
Food Stuffs North Island	Tawa Community Board
Greater Wellington Te Pane Matua Taiao	The Board of Trustees of Newtown School / Te Kura o Nga Puna Waiora
Johnsonville Business Group	The Johnsonville Physio Centre
Johnsonville Community Association Inc	The Roast Canteen
Johnsonville Fish Supply (11 Johnsonville Road)	The Takatāpui and Rainbow Advisory Council
Karori Business Association	Trails Wellington
Kilbirnie Business Network	VUW Students' Association
Living Streets Aotearoa	University of Otago Wellington
Massey At Wellington Students' Association (MAWSA)	Victoria University of Wellington
Mt Victoria Residents' Association	Wellington City Council Environmental Reference Group
Nada Bakery	Wellington City Council Youth Council
National Council of Women of New Zealand	WPM
New World Miramar	
Newtown Residents Association	

## **Appendix: theme definitions**

# Theme name explanations

Theme name	Theme explanation/example
Concern about impacts on cars	Concern that the proposed network will affect the use of vehicles (either in a specific location or generally)
Concern for loss of carparks	Concern that the carparks removed from the proposed network would have a negative impact
Concern about the cost of the network/approach	Expressing concern that the proposal would be expensive - or that doing interim solutions before permanent solutions is an unnecessary cost
Consider accessibility, safety, Te Atakura, the Urban Growth Plan, and the Parking Policy	This was a theme submitted by the City for People mass submission
Consider aesthetic of interim solution	Expressing the view that the aesthetic of interim solutions is important to encourage use and support from all modes
Consider different abilities of bike riders	Detailing the different abilities and types of bike riders (or other users, eg scooters) that should be considered during the development of cycleways
Consider impacts on pedestrians	Expressing the views of pedestrians and locations where they should be considered (eg footpaths, effects of shared paths, etc)
Consider impacts on people with accessibility issues	Consider the design and use of bike lanes and how they affect people with accessibility issues (eg access to mobility parking)
Consider reducing speeds/traffic calming measures	Advocating for lower speeds, rules or physical infrastructure to slow down traffic and make streets safer
Coordinate with public transport	Consider how this network will fit in with bus routes, train stations and other public transport (eg consideration of mass rapid transit such as light rail)
Create low-traffic neighbourhoods within suburbs and commuting corridors	This was a theme submitted by the City for People mass submission
Ensure clear signage for all modes	Advocating for clear signage in and around interim solutions so it's clear where people should walk, ride or drive
Ensure solutions are monitored and improved accordingly	Monitor, maintain, and improve cycleways based on wear and tear, debris, vandalism, usage - as well as reduce the disruption of improvements.
Ensure interim solutions deliver the key benefits	Make sure that interim solutions deliver the key benefits that a permanent solution would

# Theme name explanations

Theme name	Theme explanation/example
Ensure people are aware of changes and can provide feedback	Make sure changes are advertised and communicated effectively, local groups are involved and meaningful feedback is incorporated
Expand the scope of the network	Advocating for a significant expansion of the network (more than just one route)
Go straight to permanent solutions	Advocating that moving straight to permanent solutions is more cost effective and desirable
Just get on with it	Wanting the network to be delivered as fast as possible
Make sure cycleways are separated/protected	Advocating for cycleways to be separated and/or protected from other modes
Make sure interim solutions are safe	Iterating the importance that interim solutions are safe for all users
Make sure the network is connected	Iterating the importance of the network/cyclelanes being connected and easily accessible
Make sure this works for all modes	Consider all modes when developing/designing solutions
Preference for off road/non-arterial car route bike lanes	Expressing the view that cycleways away from main arterial routes (eg quiet streets, through parks, etc) are more effective
Prioritise active modes	Prioritise active modes when designing solutions/making changes (eg low traffic neighbourhoods, changing traffic light sequences, etc)
Remain flexible to changing quickly	Ensure that if any interim solutions can be improved upon, that this should be done quickly
Suggestions for implementation prioritisation	Any suggestions which mention aspects of the network which should be prioritised over others
Support for removing parking	Expressing support for the removal of parking spaces