



Newtown to city bus and bike proposal

Consultation summary

11 August to 31 August 2022

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Engagement summary

The purpose of this document is to summarise community feedback received about the Newtown to city 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 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 Newtown to city project is one of the first following the adoption of Paneke Pōneke in March 2022.

This consultation is the latest phase of ongoing work with stakeholders and the community. Over 1200 pieces of feedback informed the designs that went out for consultation. Detailed information has been available on the website since March 2022. The community have had opportunities to engage with the project through webinars, meetings, and drop-in sessions.

We consulted with the community on this traffic resolution between 11 to 31 August 2022. We sought feedback about the specific bike and bus route changes could bring. In total, we had 1875 individuals and organisations provide feedback directly on the proposal.

Generally, people who provided feedback were very supportive of the proposed changes. 67% of submitters strongly supported or supported the proposed street changes and 31% either opposed or strongly opposed. Those who answered the question, 78% believed that it is very important or important to make street changes so that buses are faster and more reliable and 68% responded that it was either very important or important to have a connected network of bike routes across the city.

This is a relatively long and complicated route and opposing submitters had a range of concerns. Some of the areas of interest were parking removal along the route, particularly outside the hospital, the layout of the installed section on Riddiford Street (particularly Mein Street intersection and the merge before John Street), and perceived congestion as a result of reducing vehicle lanes and closing turnarounds.

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

Engagement

How many responses did we get?

1875

Responses

This includes:

64 submissions from organisations

176 submissions via the paper form or email

This report predominantly summarises answers to the questions from the feedback form. Submissions received by email are considered by the project team, themed and presented to Council. However, we cannot translate them into answers to the form questions to avoid any risk of misinterpretation.

There were 5 late submissions. These were considered by the project team and presented to Council, however are not included in this consultation summary.

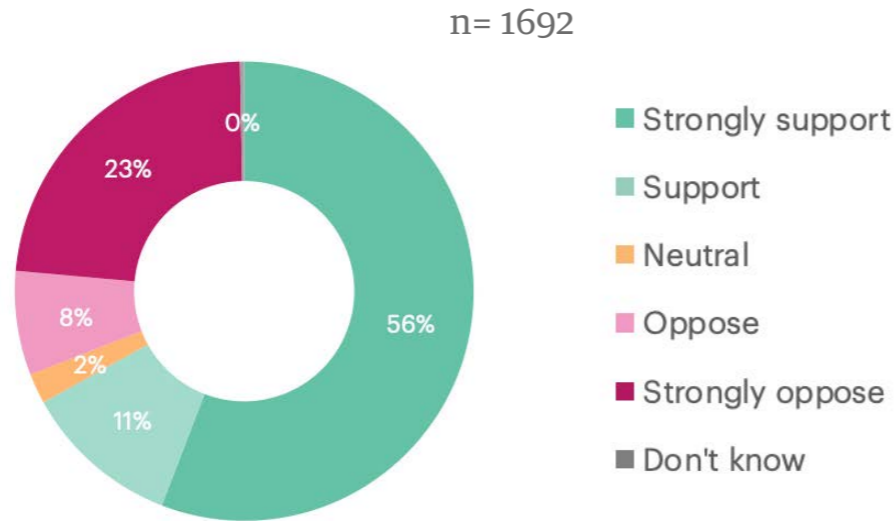
Daily online submissions over the duration of engagement:



What people thought

How people felt about the proposed changes

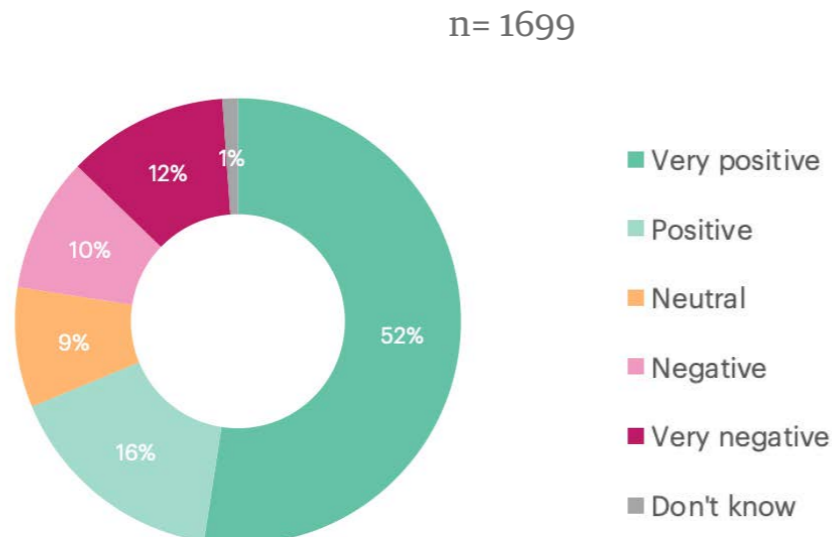
Do you support the proposed changes to the Newtown to city route?
[These include traffic resolution TR173-22]



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

31% oppose or strongly oppose the changes.

Thinking about the city's goals to reduce carbon emissions, improve safety, accommodate growth and increase transport choices. The long-term impact of the proposed changes to these routes will be:

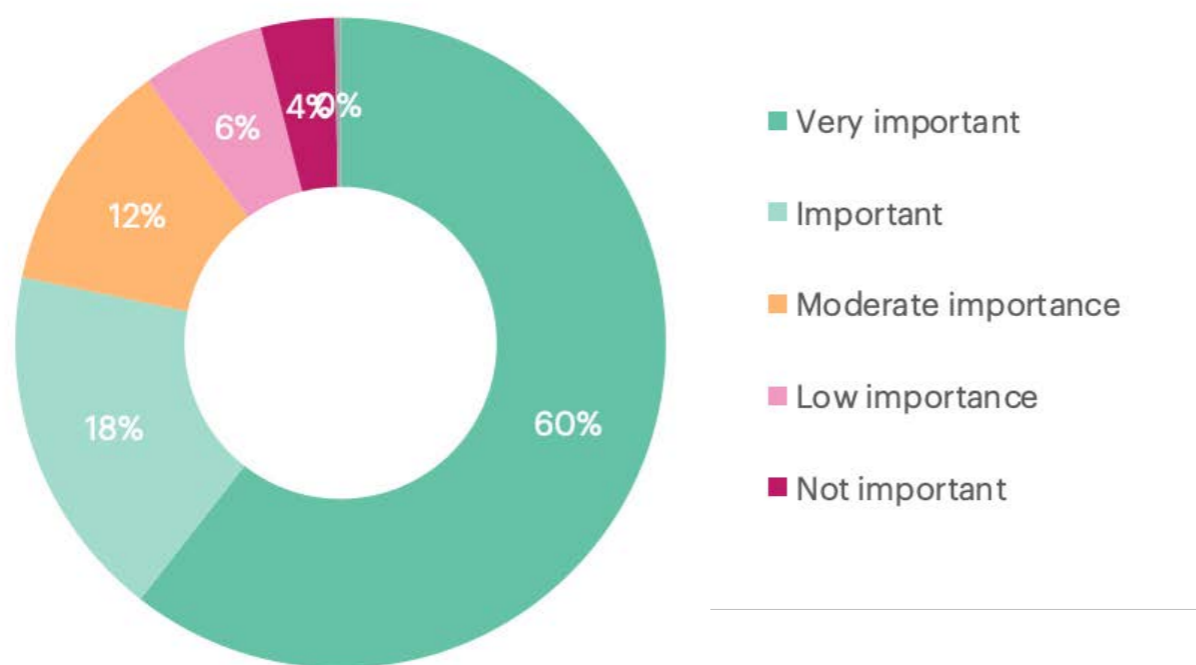


68% of respondents think this proposal will have a positive or very positive long-term impact.

22% think this proposal will have a negative or very negative long-term impact.

How important is it to make street improvements so buses are quicker and more reliable?

n= 1696

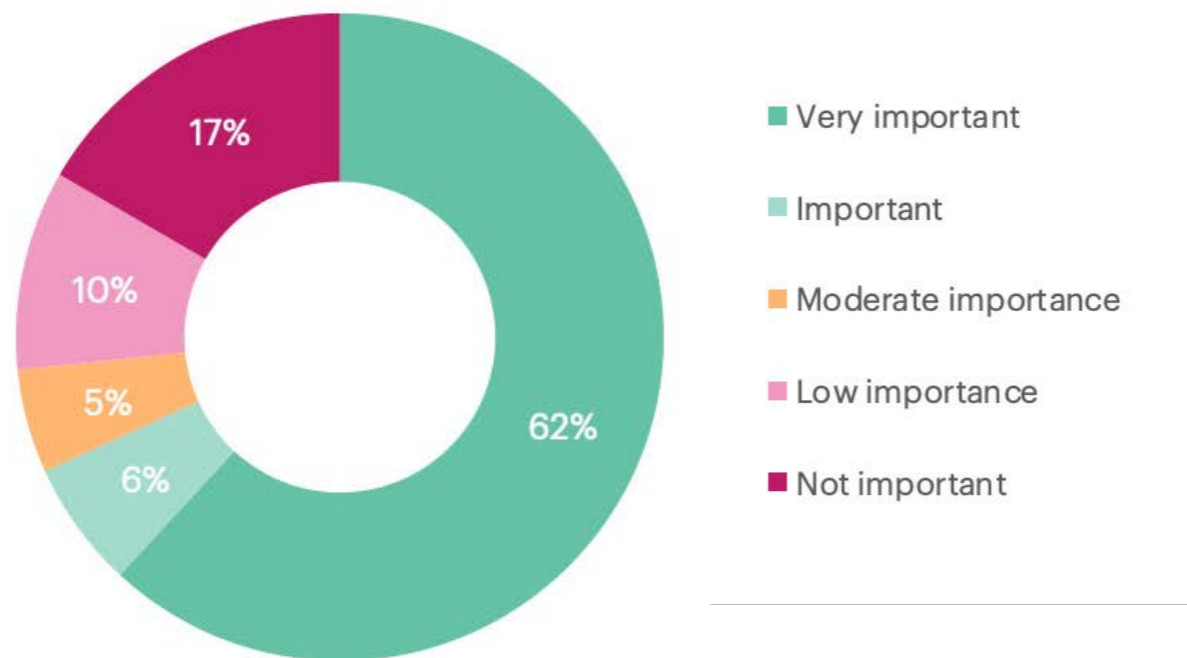


78% of respondents believe it is important or very important to make street improvements so buses are quicker and more reliable.

10% believe it is of low importance or not important.

How important is it to have a connected and complete network of biking routes across the city?

n= 1695



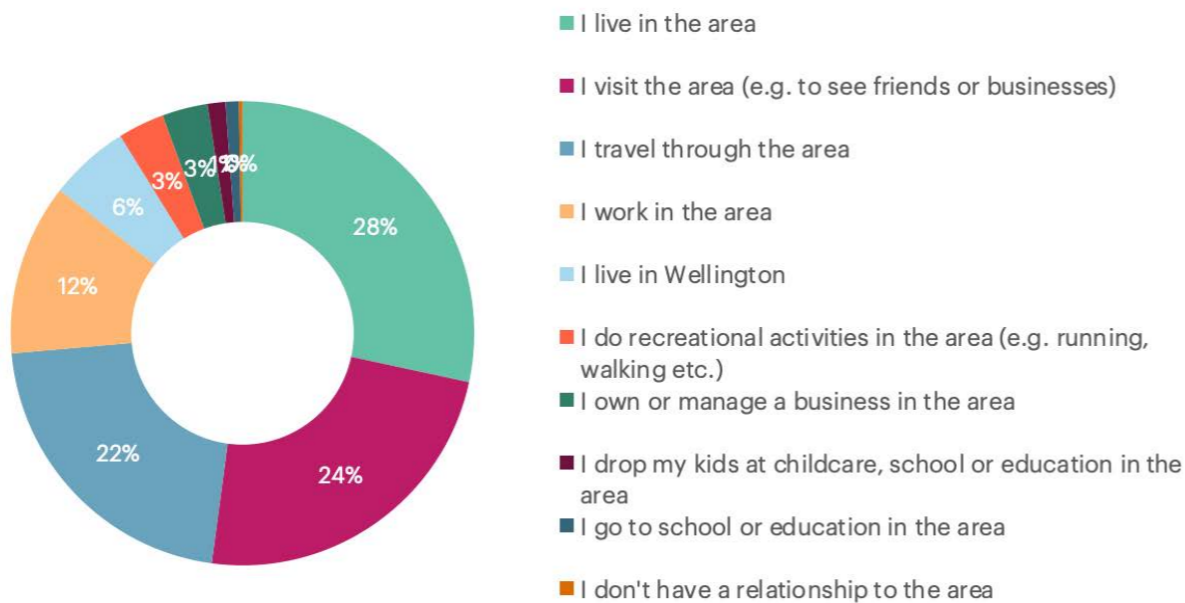
68% of respondents believe it is important or very important to have a connected and complete bike network.

27% believe it is of low importance or not important.

Relationships to the area

What is the main relationship you have to the area?

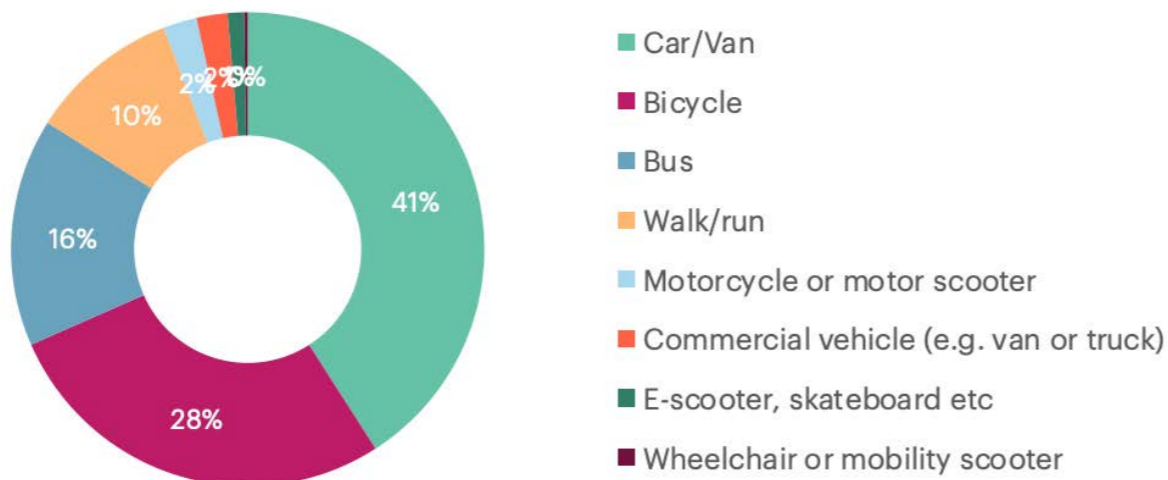
n= 1698



28% of respondents state their main relationship is living in the area.

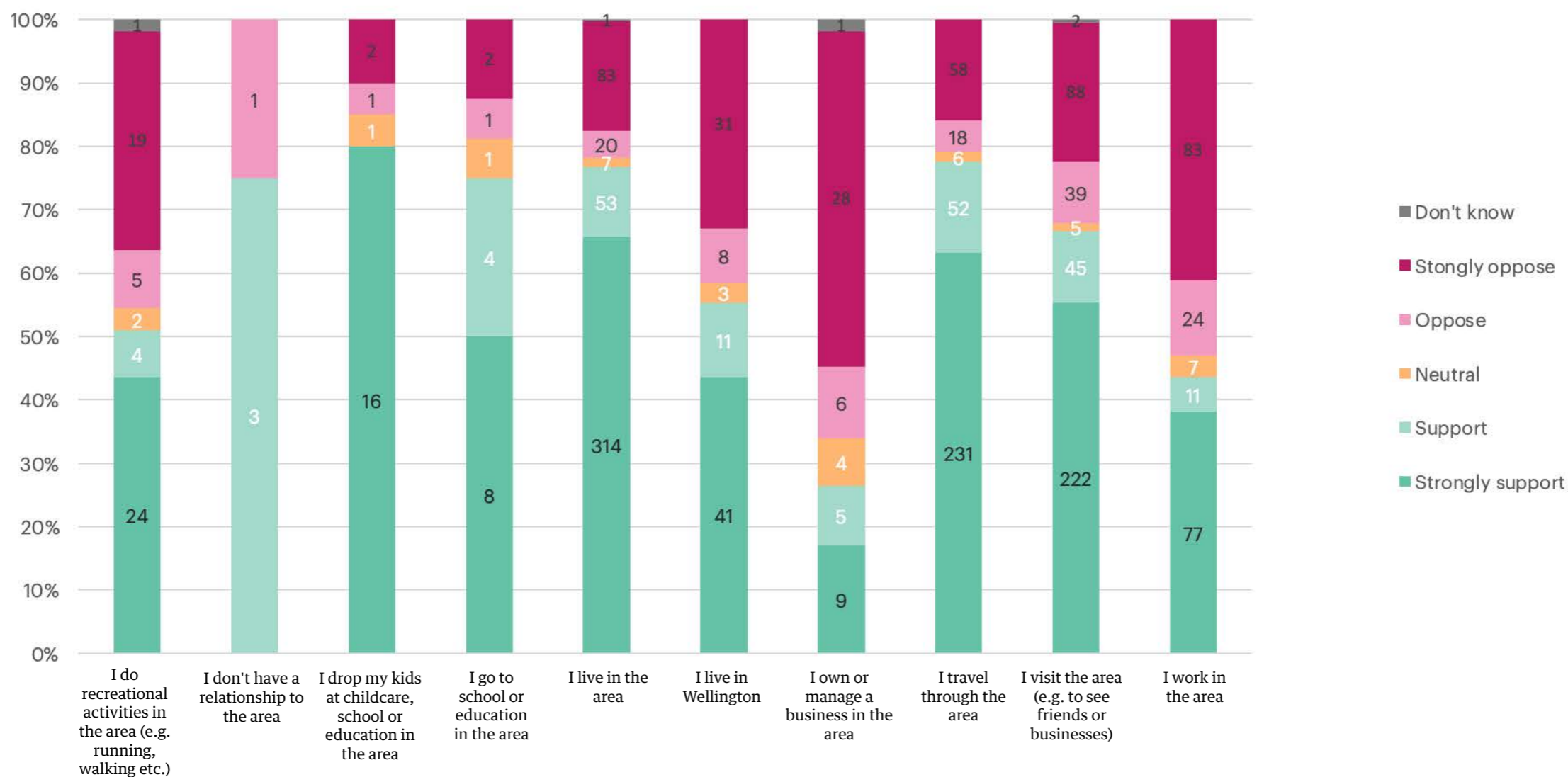
How do you normally travel along this route?

n= 1696



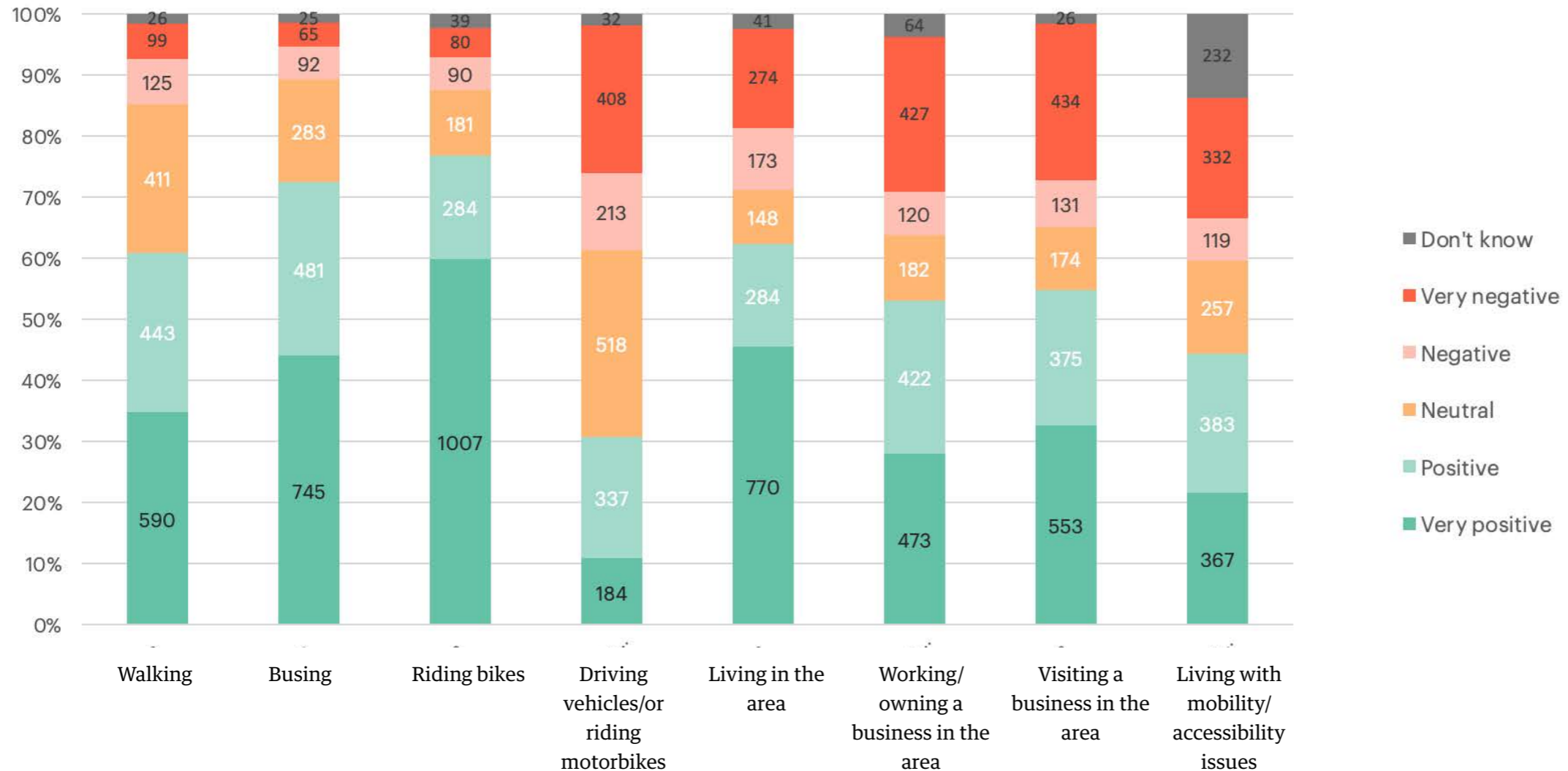
41% of respondents mainly use a car/van to travel along the route.

Level of support for the proposal based on 'main relationship' to the area



Thinking about the proposed changes and the different ways people use the area, what do you think the impact of the changes will be for people when they are:

What everyone thought the impacts would be for different groups

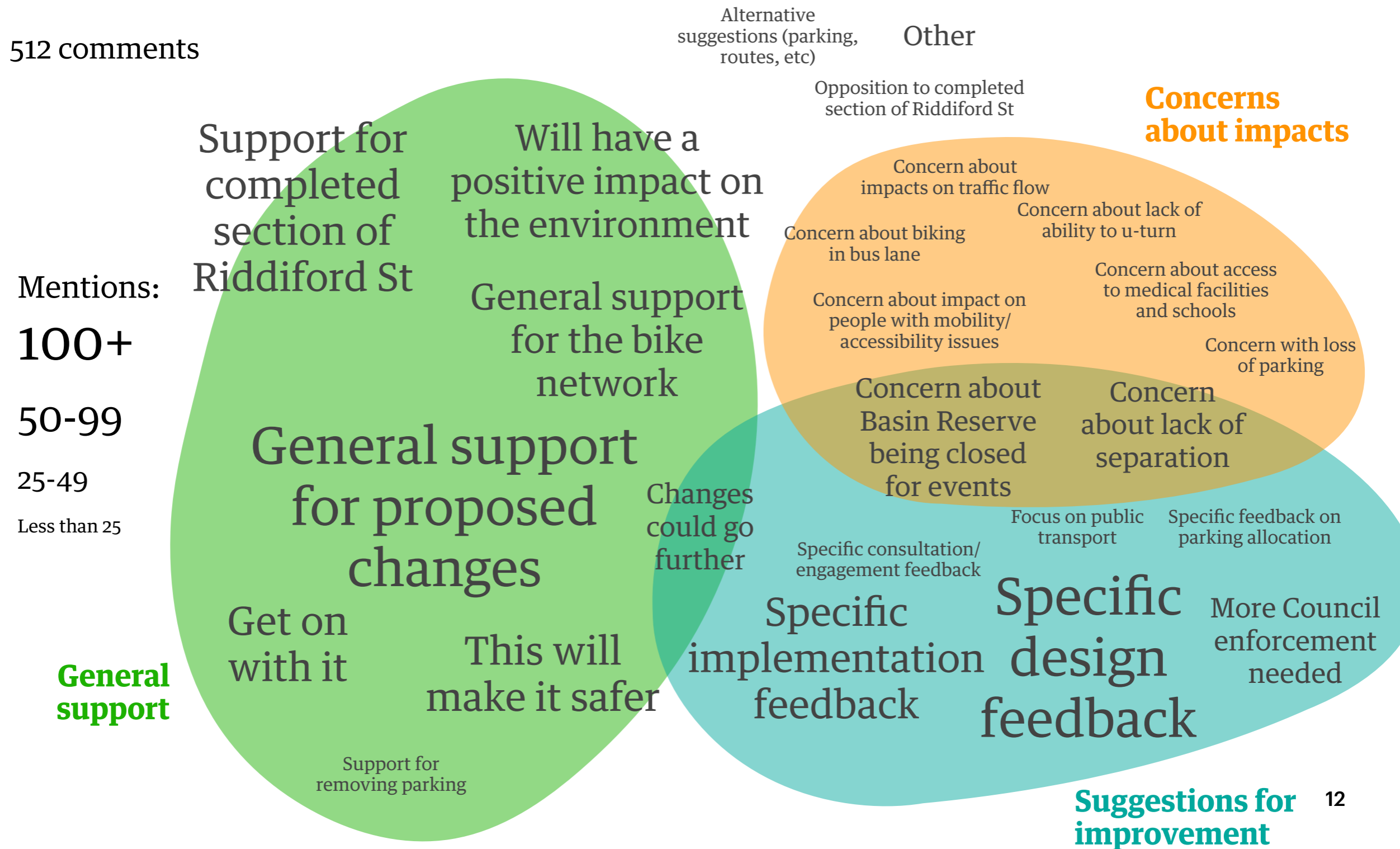


What we heard

Support for the proposed changes - Themes

The themes below are based on the comments from people who said 'support' or 'strongly support' in answer to the question "Do you have any comments to make about the proposed changes? [Including comments about the completed section on Riddiford Street.]" One comment can contain multiple themes.

512 comments



Opposed to the proposed changes - Themes

The themes below are based on the comments from people who said 'oppose' or 'strongly oppose' in answer to the question "Do you have any comments to make about the proposed changes? [Including comments about the completed section on Riddiford Street.]" One comment can contain multiple themes.

310 comments

Mentions:
100+

50-99

25-49

Less than 25

Engagement and consultation

WCC bias towards cyclists
WCC doesn't listen
Specific consultation/engagement feedback

Concerns about impacts

Concern about lack of ability to U-turn/turn right
Concern about impact on people with mobility/accessibility issues
Concern about impacts on traffic flow
Concern about loss of parking
Concern about impact on businesses
Concern about lack of separation
Concern about access to medical facilities and schools
Concern about impact on residents

Bulk 'Opposition' letter submission

145 people responded using a standardised 'Opposition' letter (details on the following page).

General opposition to having a cycle network
Focus on other things
General opposition to proposed changes
Opposition to completed section of Riddiford St

General opposition

Alternative suggestions (parking, routes, etc)
Specific design feedback
More council enforcement needed
Focus on public transport
Specific feedback on parking allocation

Suggestions for improvement

Other

Standardised ‘Opposition’ letter - Themes

During the engagement period, a standardised letter opposing the proposed changes was widely circulated and used by people opposed to the project to make a submission. The key themes from this letter are included below.

145 submissions



Bulk
‘Opposition’
letter
submission

- People on bikes should be registered with license plates and have WOF's to be on roads and footpaths.
- Do not want dedicated-bike or bus lanes - preference is for sharing the road.
- Reinstate all car parks and loading zones to as they were prior to bike installation.
- The number of people on bikes using the route (now and in the future) doesn't justify the proposal.
- Remove the Riddiford Street section, with particular concern about the Mein Street 'crossover'.
- Consider the August 2022 analysis of WCC's Cycleway Programme by Tailrisk Economics.
- Not enough options have been considered (such as the John Street intersection - this small area would be better served with a slow zone and no removal of car parks or loading zone).
- Heritage buildings and areas need to be protected and their economic value retained.
- Concern about impacts on traffic flow and businesses.
- Concern about elderly and mobility impaired being able to access medical facilities.
- Opposition to removing turning bays on Kent and Cambridge Terraces.
- Retain 'peak-hour' (7am - 9am and 4pm - 6pm) bus lanes on Adelaide Road.
- Criticism about WCC's consultation process, duration, analysis and bias.

Feedback on completed section of Riddiford Street

The views below are based on the comments that mention the changes already in place in answer to the question “Do you have any comments to make about the proposed changes? [Including comments about the completed section on Riddiford Street.]”

About 180 comments expressed either support or opposition to the completed section of Riddiford Street

Supportive views:

- It has been better for people on bikes
- It has encouraged more people to ride
- Support for flexible implementation process
- Support for implementation materials
- It has been better for buses

Opposing views:

- It has had a negative impact on access to businesses and the hospital
- It has had negative impacts on traffic flow
- It has been less safe
- Criticism of bus platforms
- It has caused confusion
- It has resulted in poor driver behaviour
- It has been dangerous in wet conditions

The changes made along Riddiford St are amazing, in part they show up how dangerous the rest of the trip from town to Newtown is by comparison... If we can get a similar level of on street provision of biking spaces that makes me much more comfortable biking around inner Wellington with my 3 year old daughter on the back of my bike.

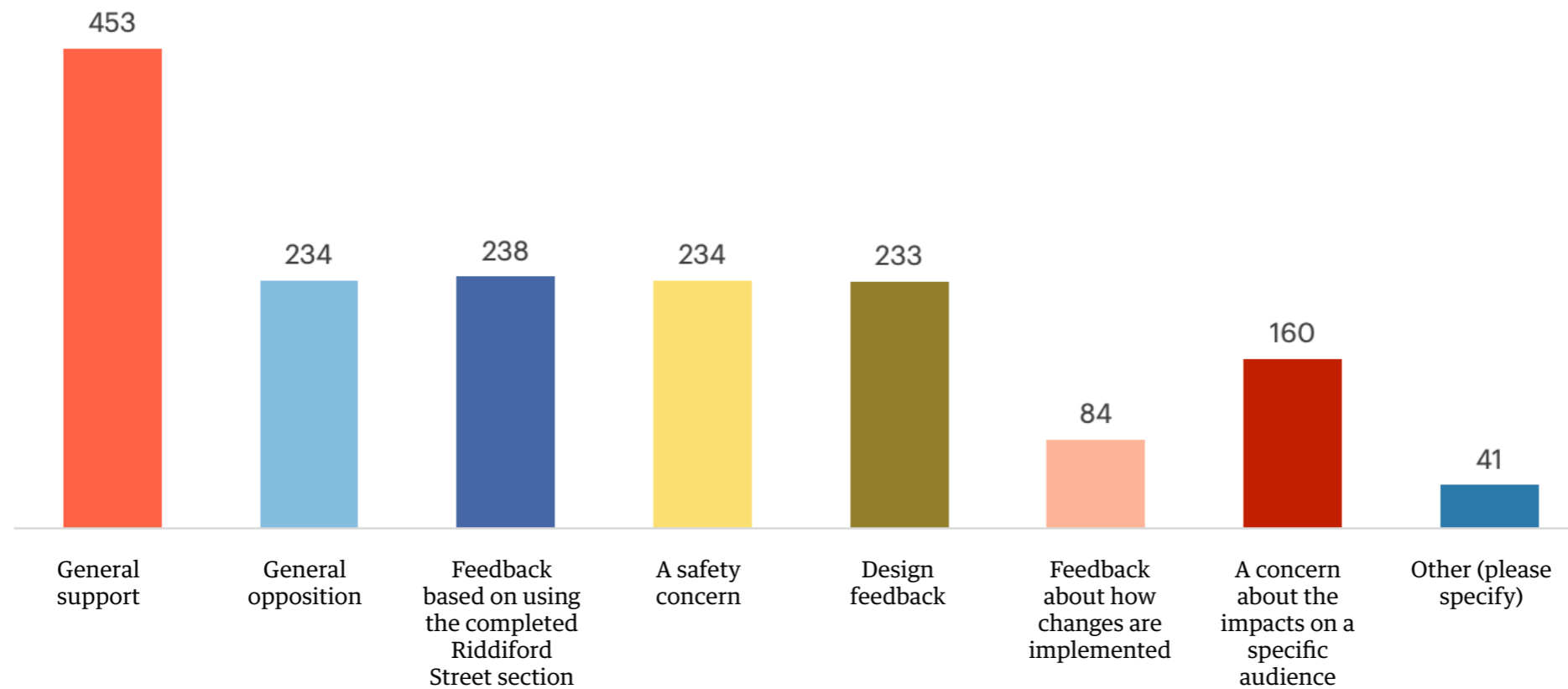
I like the trial approach that been used, which allows for changes - respond to issues and make improvements. And it's great to see plans already in the works to improve the existing section.

The bit done already outside The Hospital is appalling - cars driving from the city have to cross the cycle lane to turn left into Mein Street. Scary for drivers and unspeakably dangerous for cyclists/scooter riders....

I'm a cyclist. I have been using that route for 10 years. I've had issues since it was built. Now the bike lane is fenced off there are pedestrians who walk in the lane confidently in front of the bike. Also get people off the bus walking in front of me. I wish you hadn't messed with it as it has made things worse.

How would you categorise your feedback?

Respondents using the online form could select multiple answers.



Specific feedback

Specific design feedback

All comments in the engagement were analysed to capture specific design feedback.

Specific design feedback:

- Address Mein Street intersection (such as adding a phase for people on bikes, moving bike lane to kerb, better signage, etc)
- Address route for when Basin Reserve is closed
- Improve entry/exit at Basin Reserve to avoid mode conflict and bottle necks
- Add ramp for easier access Rugby St cycle lane
- Suggestions for addressing the left turn lane leading to the John Street intersection when travelling north (this area requires people on bikes to merge with buses and left-turning traffic, eg extend bike lane all the way to the intersection, remove the left turn lane into John Street for cars, make bus lane available for vehicles doing left hand turns into John Street)
- Retain u-turn bays so cars can do a u-turn (right turn) on Kent/Cambridge Terrace
- Improve connection to the waterfront, including signage on Cable Street
- Address vehicles cutting through hospital car park to get to Mein Street
- Use centre of road for bike lane on Kent/Cambridge Terrace
- Make the bike lane on the east side of Riddiford Street two-way
- Ensure there is room for taxis to park on Cambridge Terrace
- Extend all bike lanes and make them all fully separated/protected
- Consider putting one-way bike lanes on either side of Cambridge and Kent Terrace
- Loading zone needed outside BATS Theatre for large equipment
- Increase loading zone on Cambridge Terrace (and generally along the route).
- Widen entrance to Oxford Street (off Adelaide Rd)
- Prevent people from riding/scooting down Rugby Street in the southbound direction
- Suggestions to improve how people on bikes go straight through to the Basin Reserve when heading north on Adelaide Road (eg traffic light and/or phase for people on bikes, not having to wait for two phases, ensure merge to centre island is safe, reduce conflict at Rugby Street corner, etc)
- Include raised pedestrian crossings on side streets to calm turning traffic
- The pedestrian crossing on Kent Terrace near the Basin Reserve takes far too long - it encourages people to cross without waiting
- Change the bus stops so that they pull in against the kerb, move bike lane to right side of buses or make them wait behind bus (eg Brooklyn Hill)
- Move Broomhead Street bus stop south towards Drummond Street (south of pedestrian crossing)
- Concern about removing the right turn lane from Cambridge Terrace to Pirie Street
- Add separated bike lane to connect this route to nearby schools
- Make sure bike lanes are wide enough for faster riders to overtake slower riders
- Use clearways instead of 24/7 bus and bike lanes on Adelaide Road.
- Make the bus-only lane in Riddiford Road peak hour travel only
- Reinstate right turn arrow in left lane on John Street intersection heading north
- Reduce need for cars to be switching lanes
- Consider 'filtered permeability' barriers for some side streets connecting to Cambridge Terrace to discourage motorist usage
- Use two-way bike lanes along the whole route (as opposed to separate lanes on both sides of the road)
- Make it easier to enter and exit bike lanes at higher speeds
- Move the bus stop outside McDonald's further south to avoid conflict.
- Make it easier for people on bikes to turn left into Courtenay Place

What we heard at key locations

All comments in the engagement were analysed to capture specific design feedback.



Mein Street intersection

- Address Mein Street intersection (such as adding a phase for cyclists, moving cycle lane to kerb, better signage, etc)

John Street intersection

- Suggestions for addressing the left turn lane leading to the John Street intersection when travelling North (this area requires people on bikes to merge with busses and left-turning traffic, eg extend cycle lane all the way to the intersection, remove the left turn to John Street for cars, etc)
- Make sure parking spaces and loading zones are clear and legible near the John Street intersection

Hospital entrance/bus stop

- Suggestions for improving access to hospital for vehicles (parking times, staff parking schemes, etc)

The Basin Reserve

- Suggestions to improve how people on bicycles go straight through to the Basin Reserve when heading North on Adelaide Road (eg traffic light and/or phase for cyclists, not having to wait for two phases, ensure merge to centre island is safe, reduce conflict at Rugby Street corner, etc)
- Address route for when Basin Reserve is closed

What we heard at key locations

All comments in the engagement were analysed to capture specific design feedback.



Cambridge and Kent Terrace

- Use centre island for cycle lane on Kent/Cambridge Terrace
- Retain u-turn bays so cars can do a u-turn (right turn) on Kent/Cambridge Terrace
- Retain right turn into Pirie Street from Cambridge Terrace

Majoribanks Street/Courtenay Place intersection

- Make it easier for cyclists to turn left into Courtenay Place
- Suggestions for making intersection safer (eg solid green paint, bike sensors, frequent phases for bicycles, etc)

End of route/access to waterfront

- Improve connection to the waterfront, including signage on Cable Street

Specific implementation feedback

All comments in the engagement were analysed to capture specific feedback.

Specific implementation feedback:

- Make sure dividers are solid material
- Ensure barriers on Adelaide Road don't prevent people on bikes being able to exit the bike lane to access other lanes or pass other riders
- Paint centreline on two-way bike lanes
- Make sure all old road markings are properly removed to avoid confusion
- Keep bike lanes clear of debris and rubbish
- Do not include drain, grates, etc in the lane width
- Paint bike lanes in a solid colour all the way along
- Make bus lanes full time (increase time when buses have priority)
- Make bus platforms concrete or asphalt
- Increase signage so people know how to use new road layout
- Remove the divider posts between lanes on Riddiford Street
- Concern with use of speed bumps outside driveways
- Ensure materials discourage people from parking in the bike lanes
- Make sure there are bike sensors at all intersections so that the lights change for bikes
- Make sure all traffic light phases for people on bikes are frequent so riders don't have to wait in the rain, and long enough to cross safely.
- Ensure good lighting at bus stops
- Make sure surface is smooth and safe (eg manholes are flush, no drain grates, etc)
- Make sure ramps at bus stops are the same width as the platform
- Improve markings as bus stop so avoid conflict between passengers and people on bikes
- Increase space between bus stop and bike lane to avoid conflict
- Add painted bike lanes to the shared space at the waterfront end of route.
- Reduce the steepness of the ramps at the bus stops
- Make sure there is good shelter from the weather at the bus stops
- Paint bike lane and bus lanes a different colour
- Avoid putting roadworks signage in bike lanes.
- Increase lighting at Basin Reserve
- Make sure existing traffic lights on Riddiford Street are visible to people on bikes in the bike lane.
- Include beautification and planting where possible
- Reduce speeds (eg 30kmph in Newtown)

Specific parking feedback

All comments in the engagement were analysed to capture specific feedback.

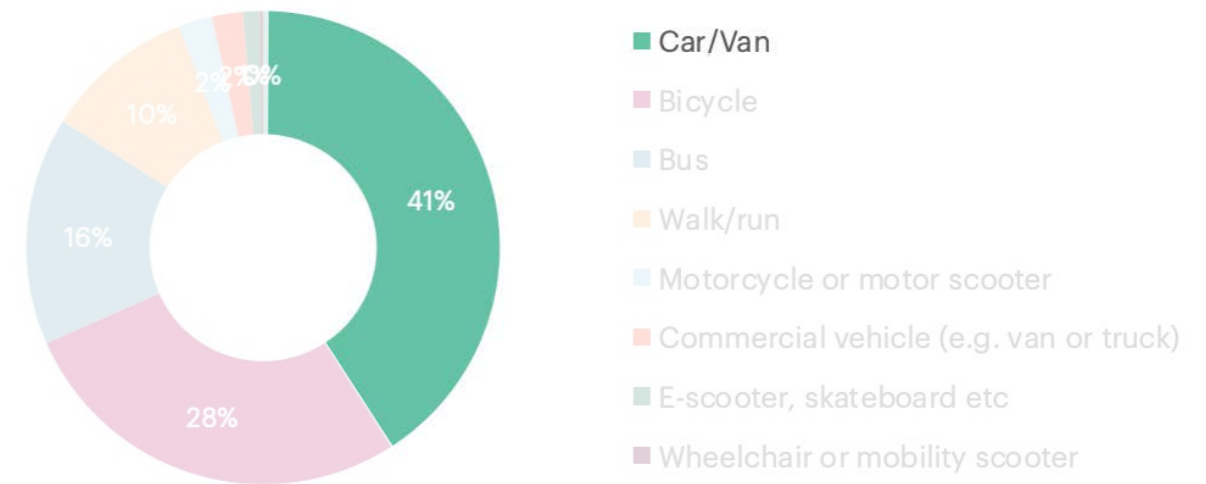
Specific parking feedback:

- Remove short term car parking on John Street
- Suggestions for improving access to hospital for vehicles (parking times, staff parking schemes, etc)
- Reintroduce temporary carpark outside Ronald McDonald house
- More Rintoul Street car parks for residents
- Remove after hours parking down side streets to avoid conflict with people on bikes
- Do not retain parking on Kent and Cambridge Terrace
- Retain parking for Community Correction at 42 Adelaide Rd
- Remove carparks at Bogarts Corner to improve access to Ellice Street
- Retain more carparks outside the entrance to Newtown School by merging the bike lane with traffic further north
- Increase space by removing the two carparks between Lorne Street and Tennyson Street on Cambridge Terrace
- Increase parking fees to discourage usage of parking on side streets
- Reduction of parking time limit to P60 is too short (should be at least P120)
- Make sure parking spaces and loading zones are clear and legible at the John Street intersection
- Improve the drop off zone/short stay parking on Mein Street outside Newtown School - especially for parents of Ngāti Kotahitanga. Students travel from out of zone to access Māori education with no access to subsidy.
- Add more 'emergency' parks on the hospital grounds for family of patients in ICU
- Retain parking on Kent Terrace for people accessing local gym
- Reduce parking on Mein Street to one side

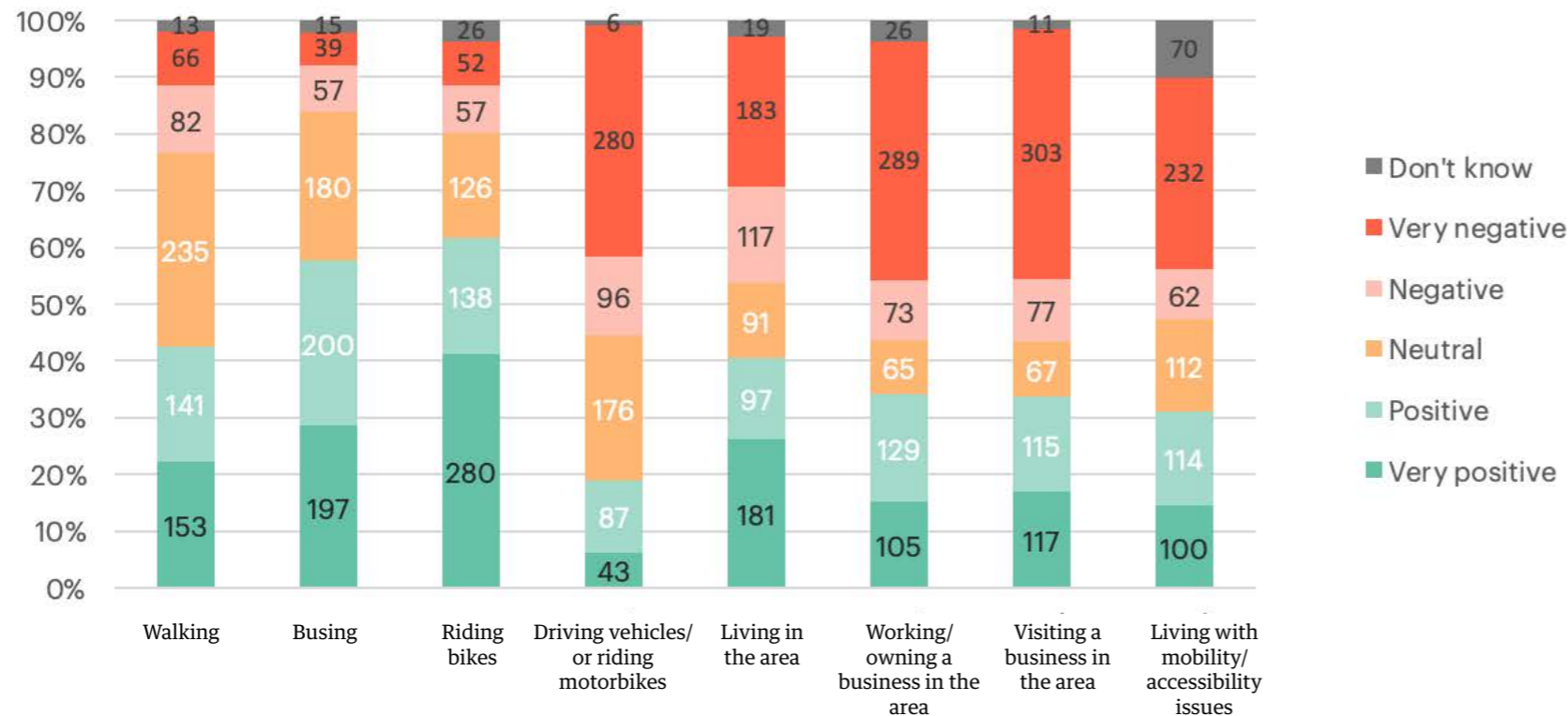
**How people feel about the impacts
of the proposed changes based on
their primary mode of travel**

People driving a car/van

What is the main way you travel along this route?

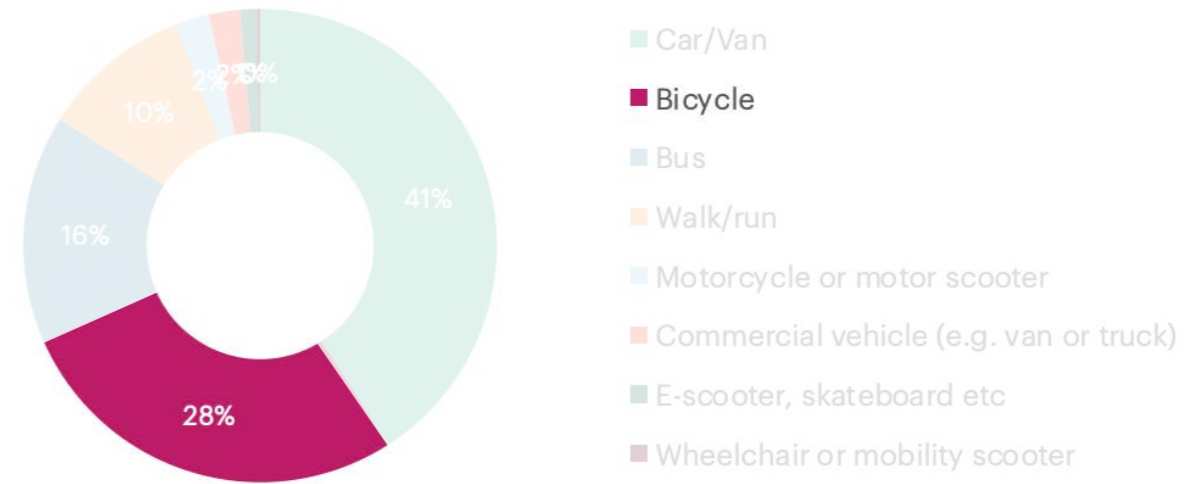


People who primarily drive a car/van along the route thought the impacts for different users would be...

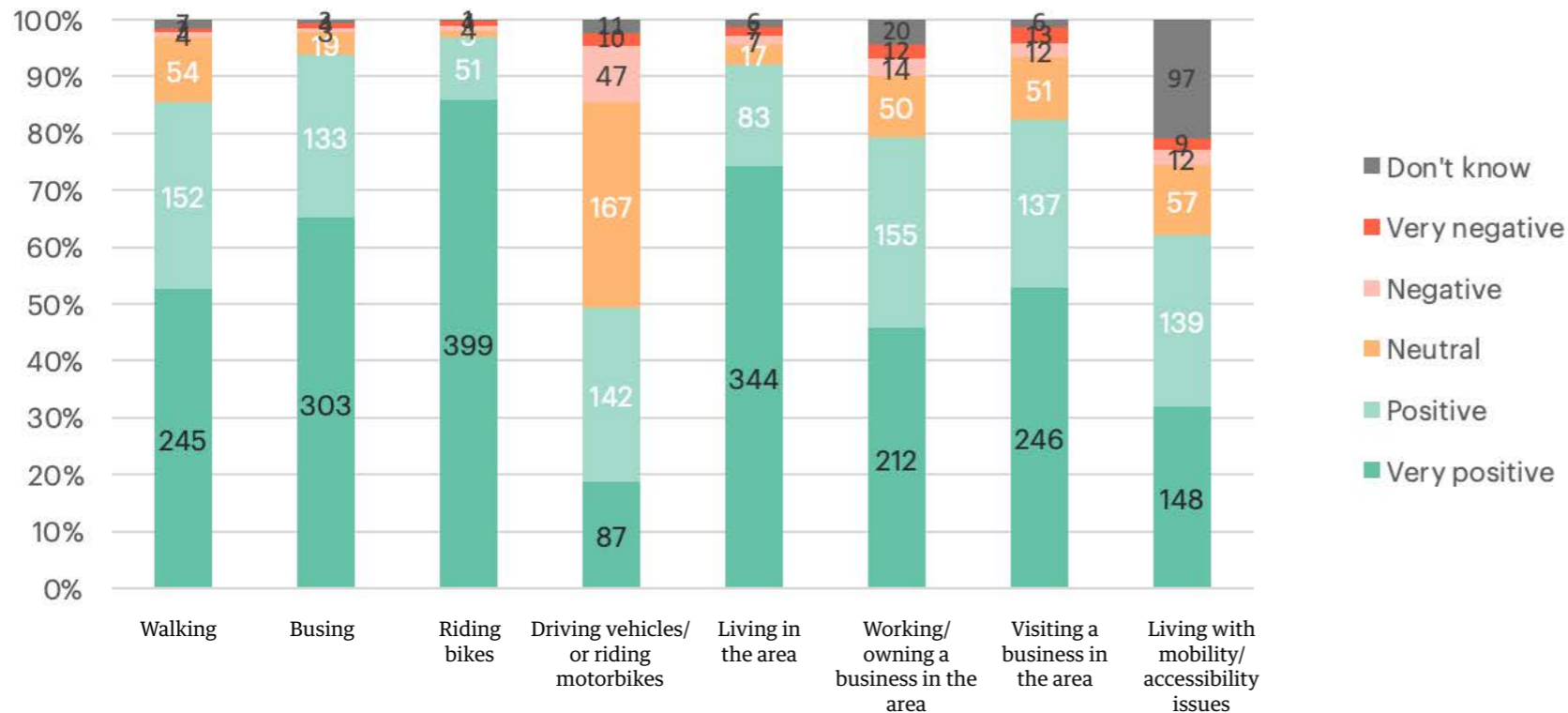


People on bikes

What is the main way you travel along this route?

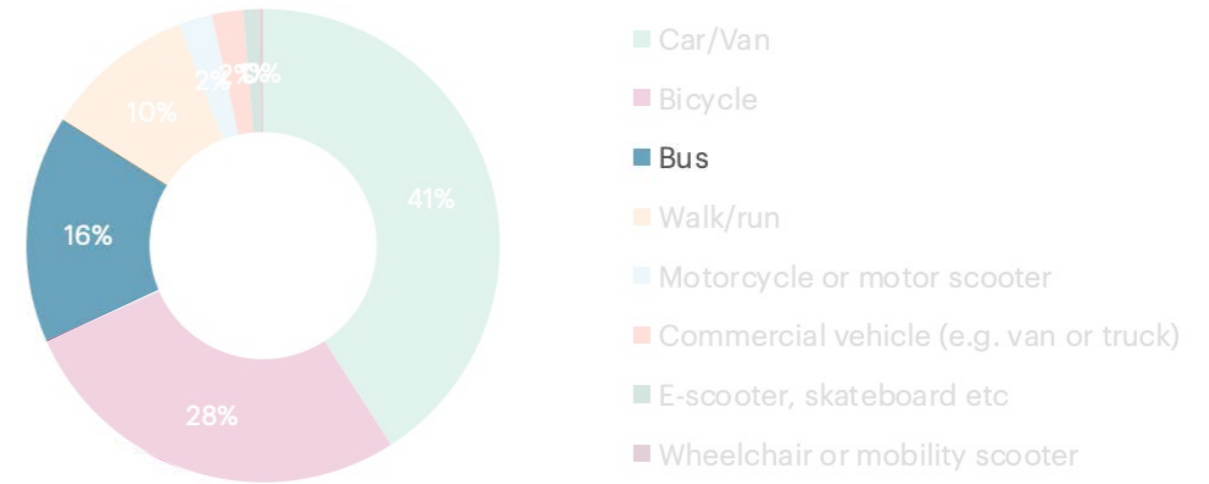


People who primarily bike along the route thought the impacts for different users would be...

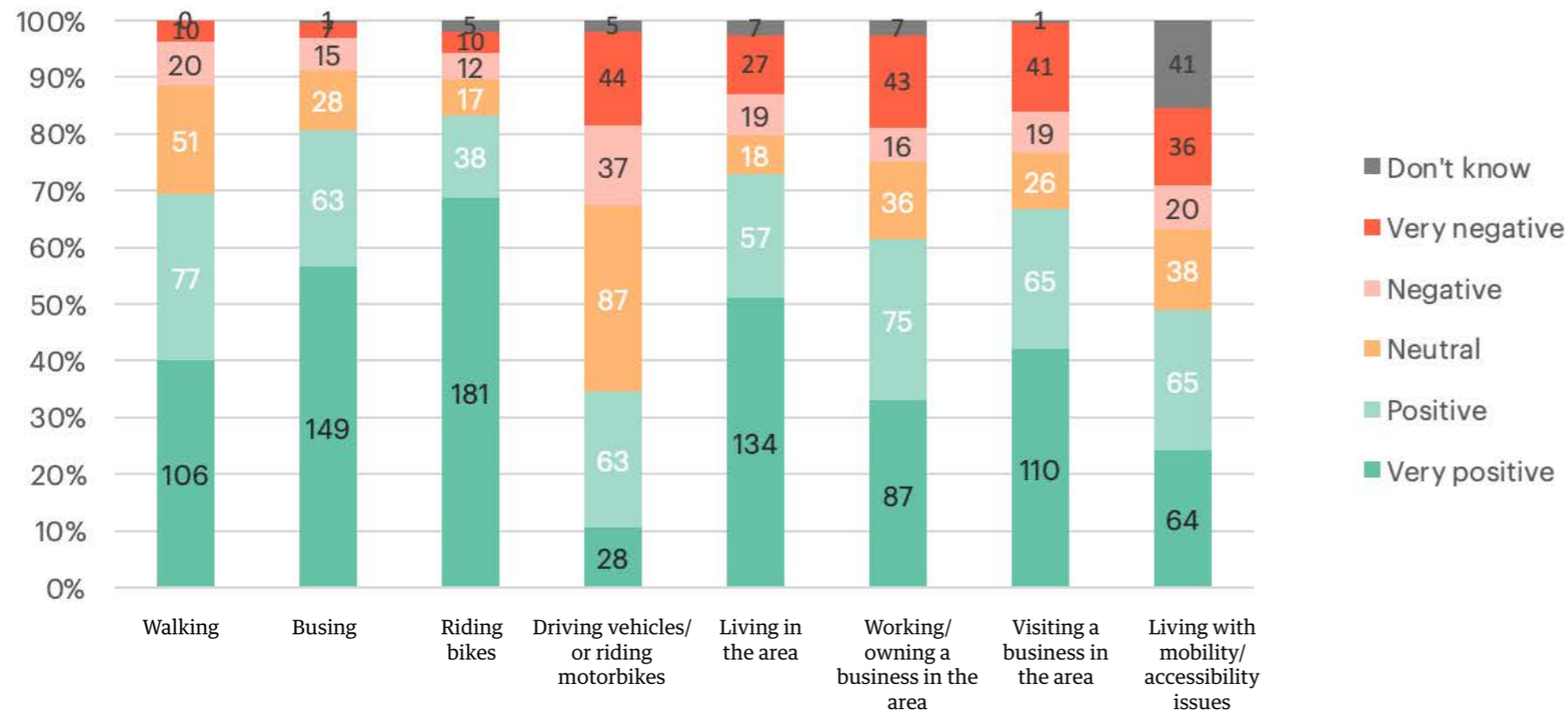


People using the bus

What is the main way you travel along this route?

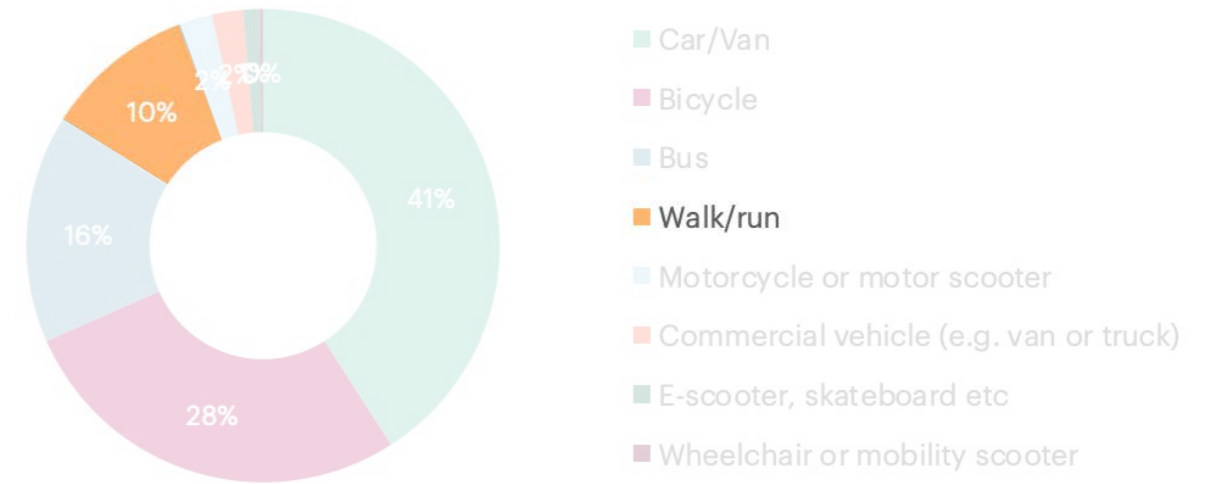


People who primarily use the bus on this route thought the impacts for different users would be...

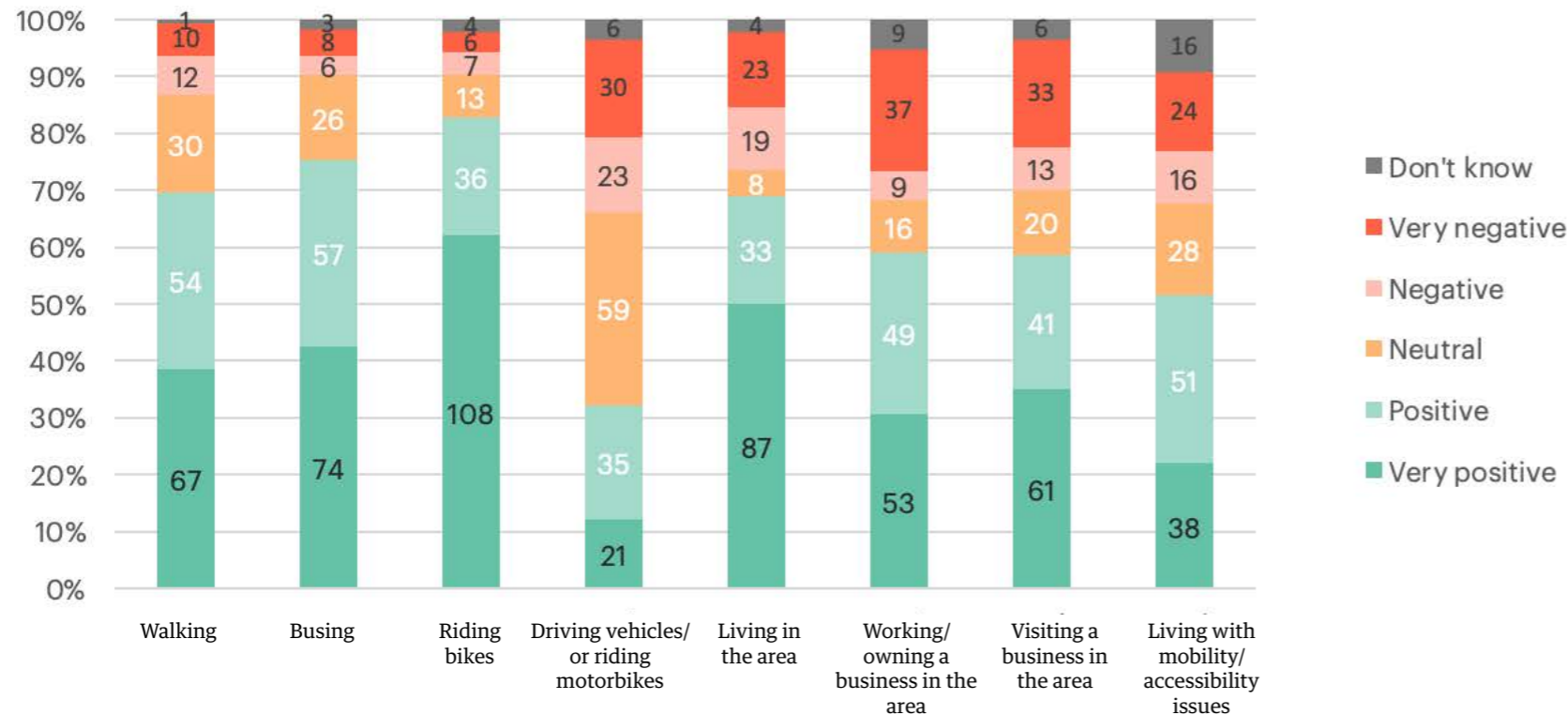


People walking/running

What is the main way you travel along this route?

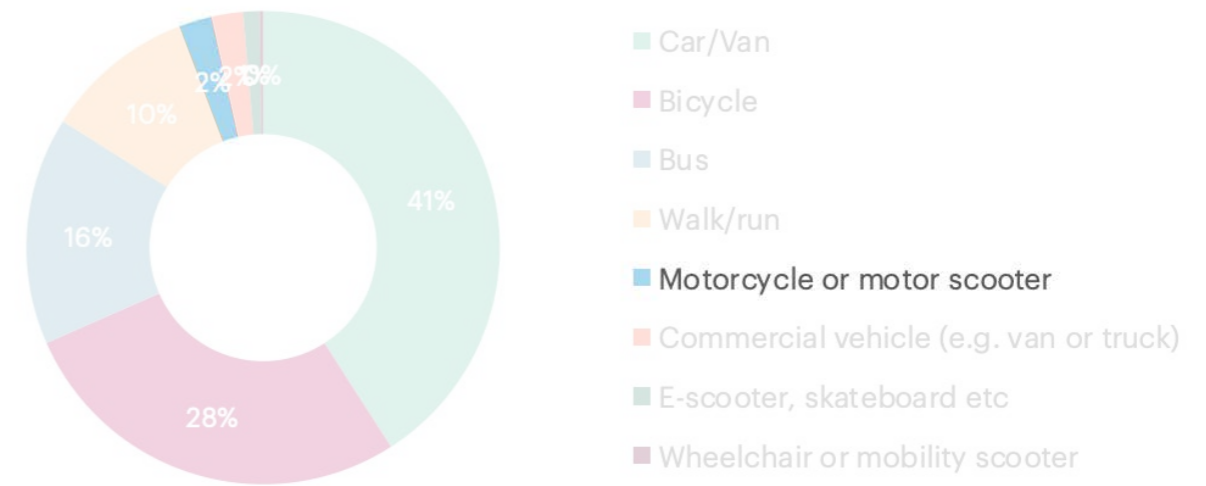


People who primarily walk/run along the route thought the impacts for different users would be...

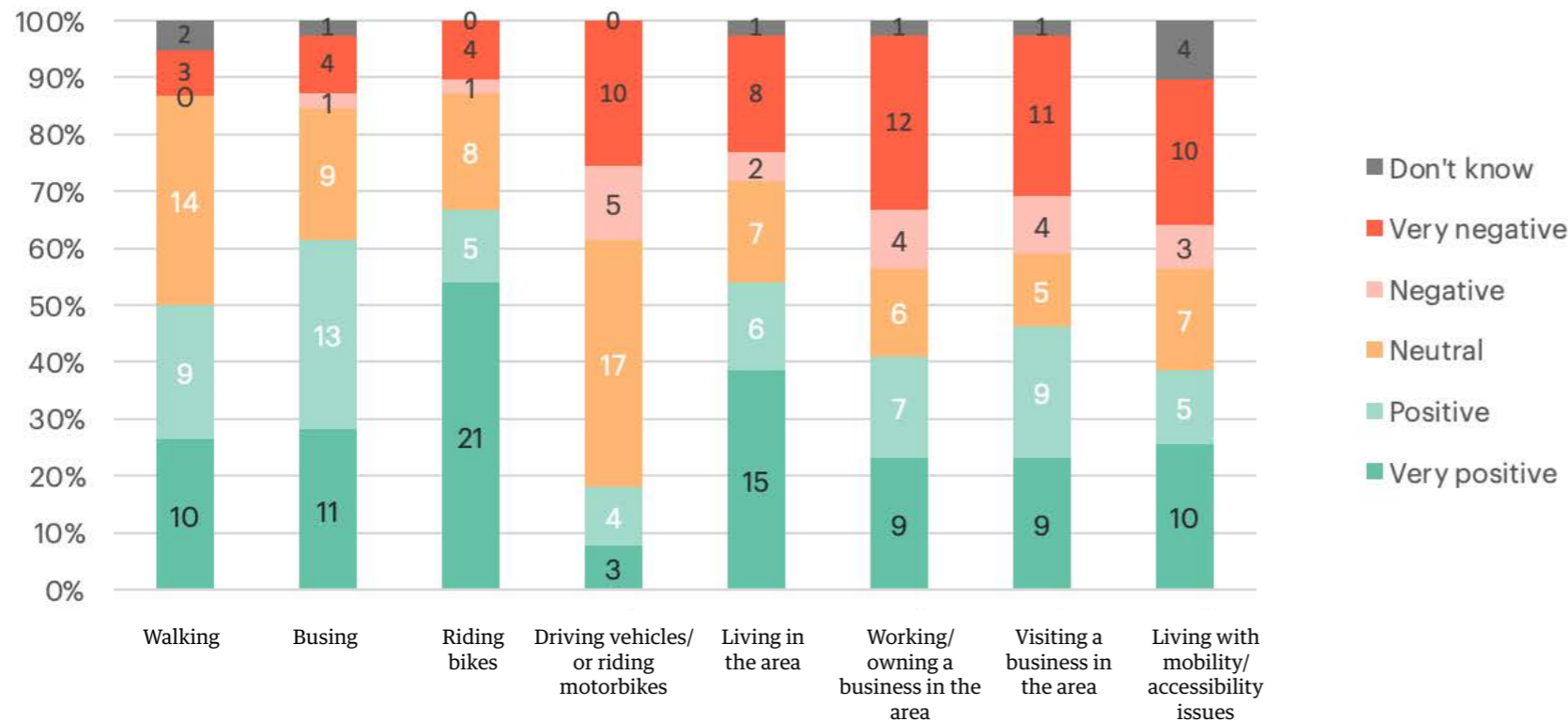


People driving motorcycles or motor scooter

What is the main way you travel along this route?

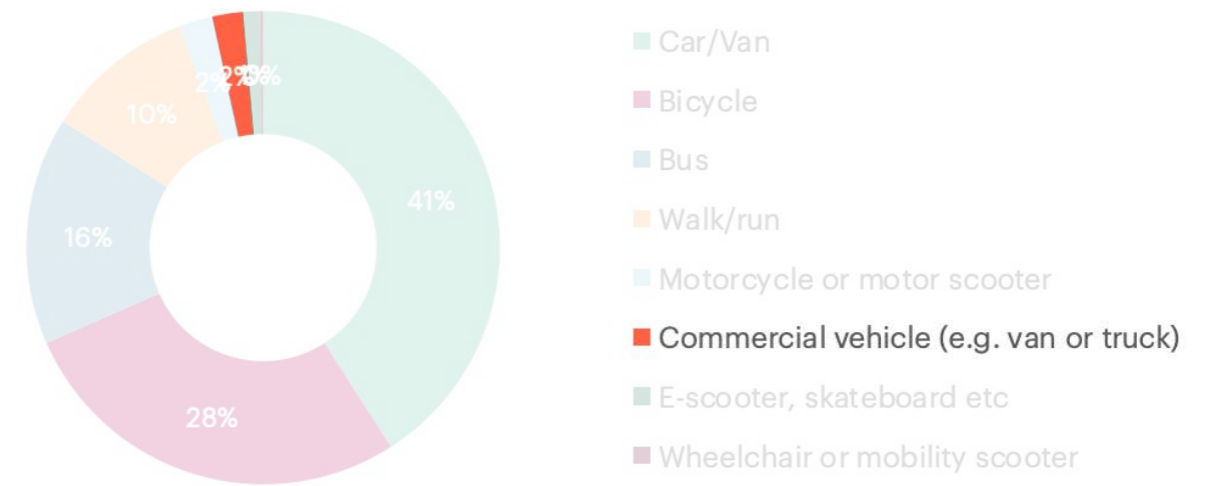


People who primarily ride a motorcycle or motor scooter along the route thought the impacts for different users would be...



People driving commercial vehicles

What is the main way you travel along this route?

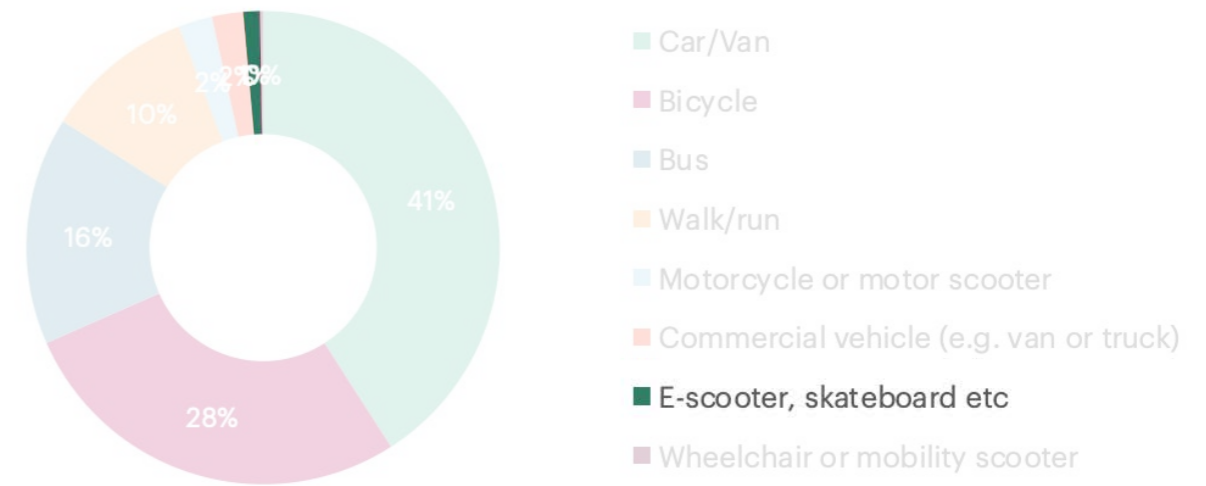


People who primarily drive commercial vehicles along the route thought the impacts for different users would be...

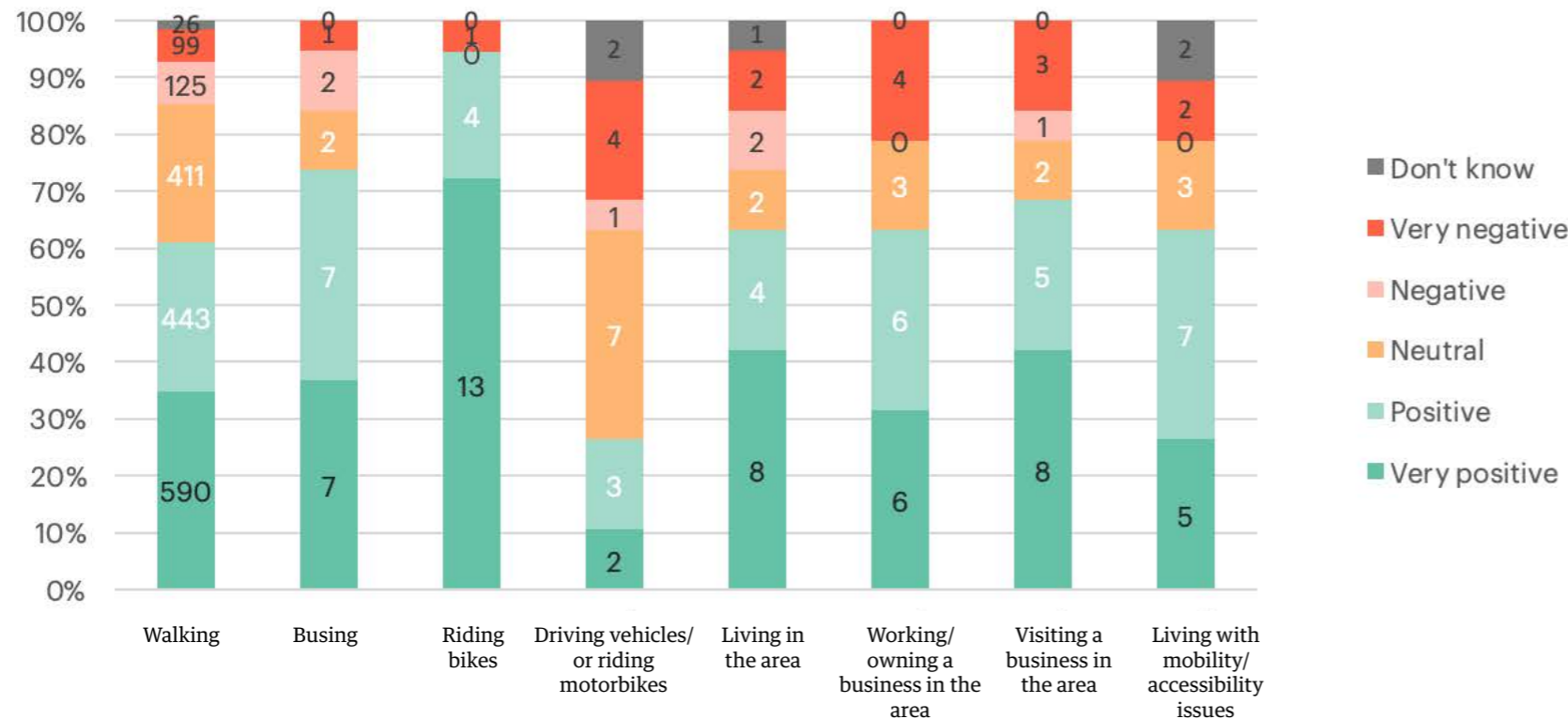


People riding e-scooters or skateboards

What is the main way you travel along this route?

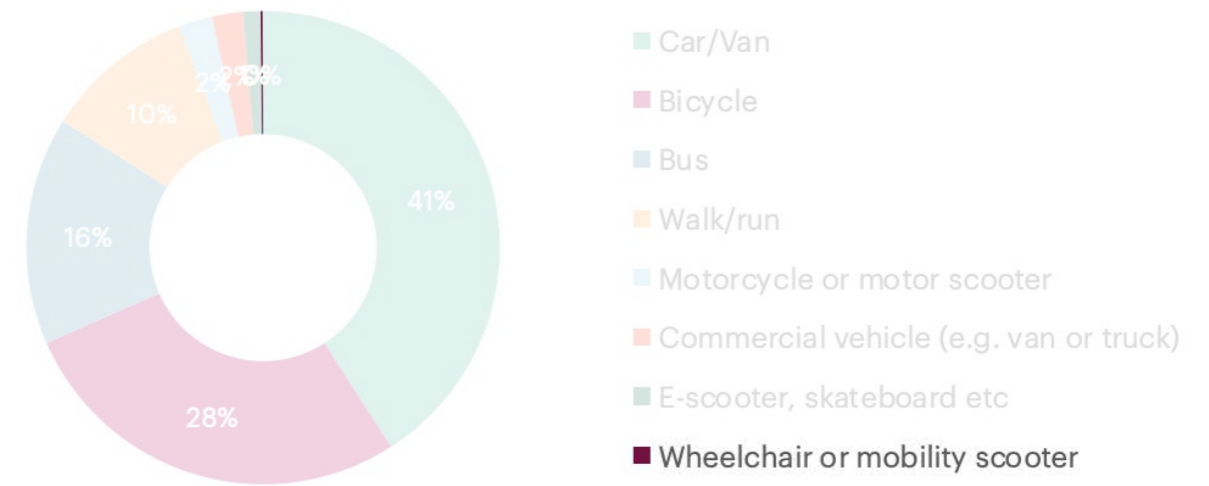


People who primarily ride e-scooters or skateboards along the route thought the impacts for different users would be...

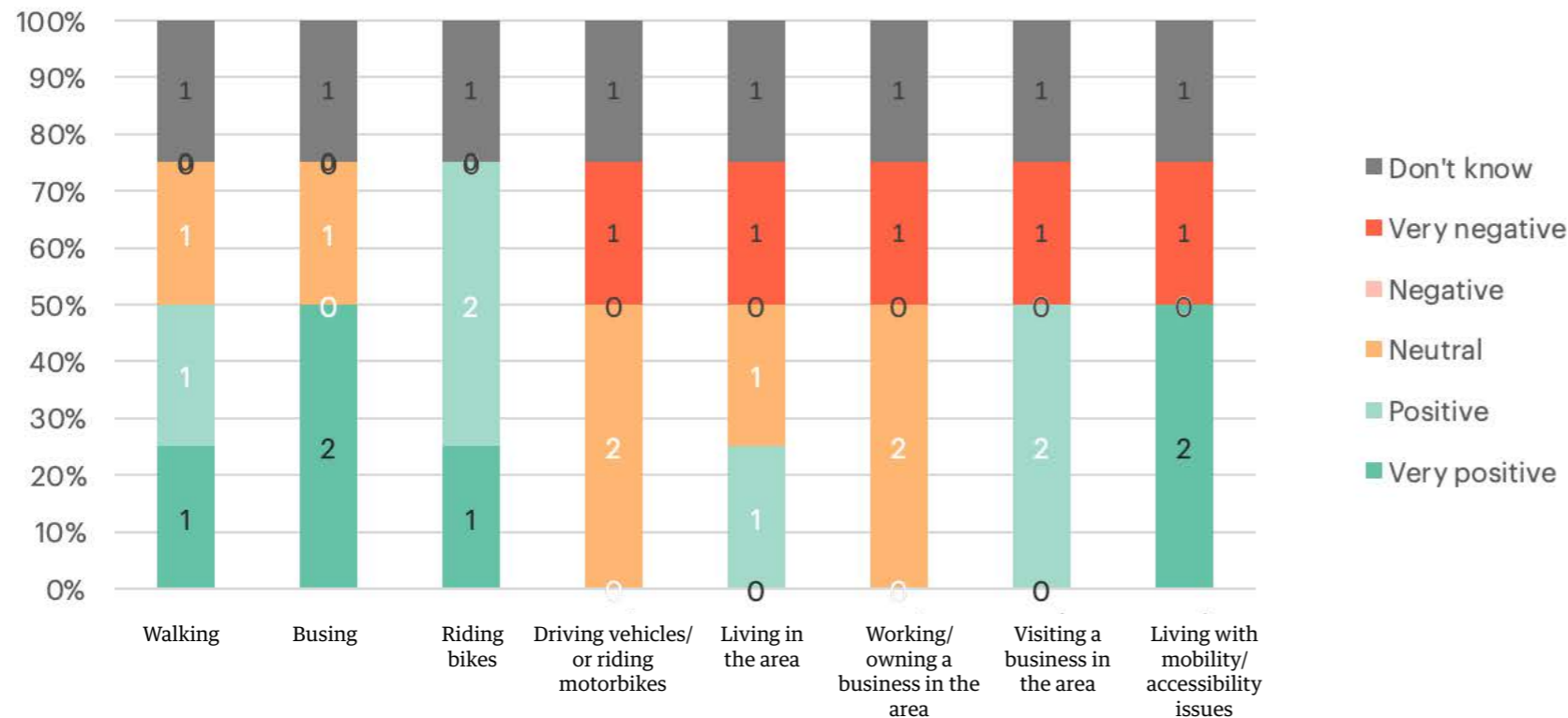


People on wheelchair or mobility scooter

What is the main way you travel along this route?



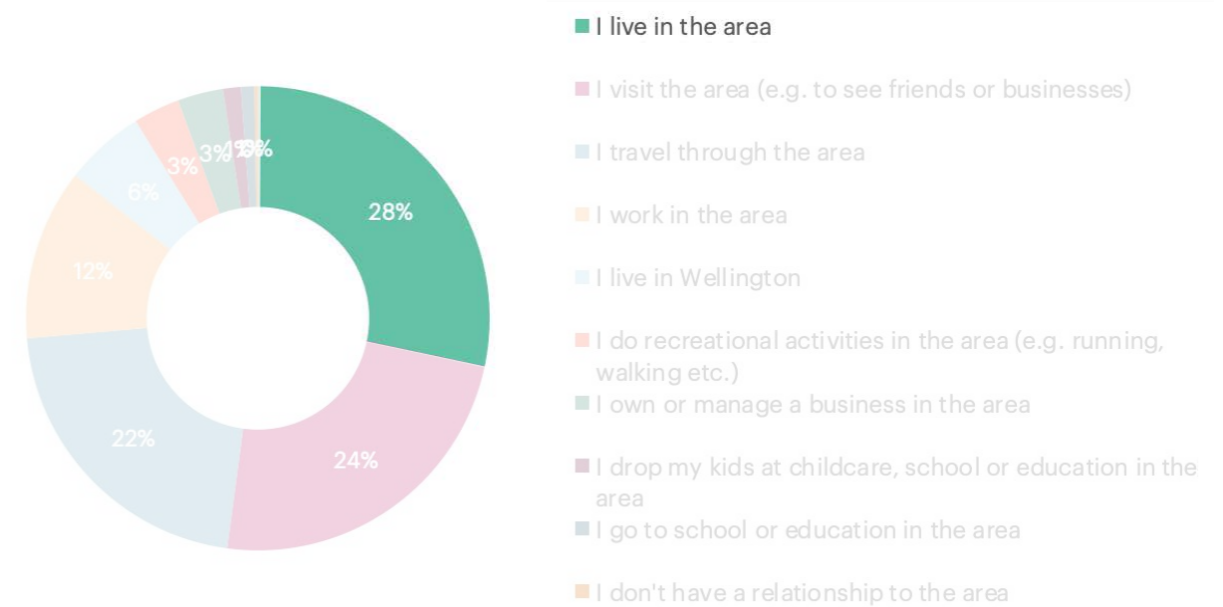
People who primarily travel along the route in a wheelchair or mobility scooter thought the impacts for different users would be...



**How people felt about the impacts of the
proposed changes based on their
primary relationship to the area**

People who live in the area

What is the main relationship you have to the area?

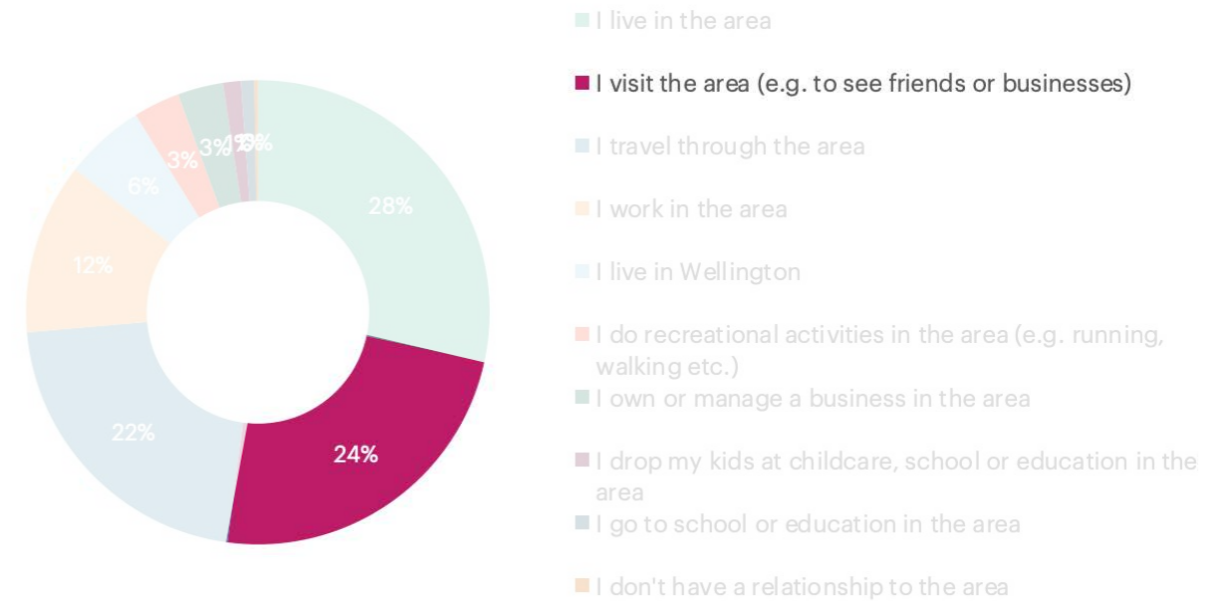


People who live in the area thought the impacts for different users would be...



People who visit the area

What is the main relationship you have to the area?

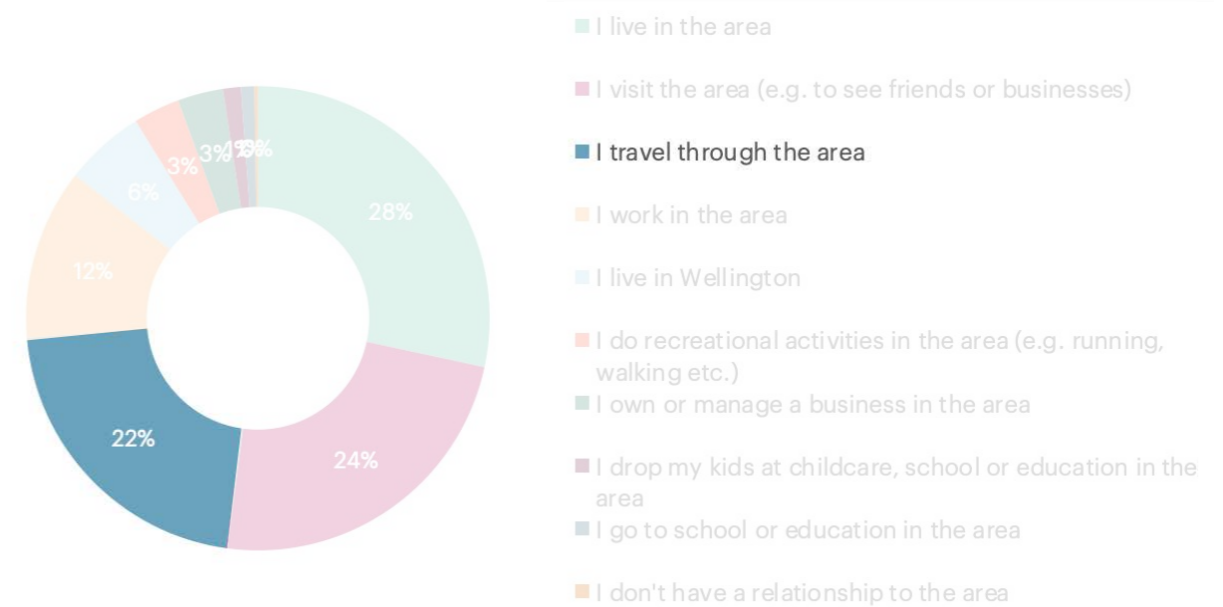


People who visit the area thought the impacts for different users would be...

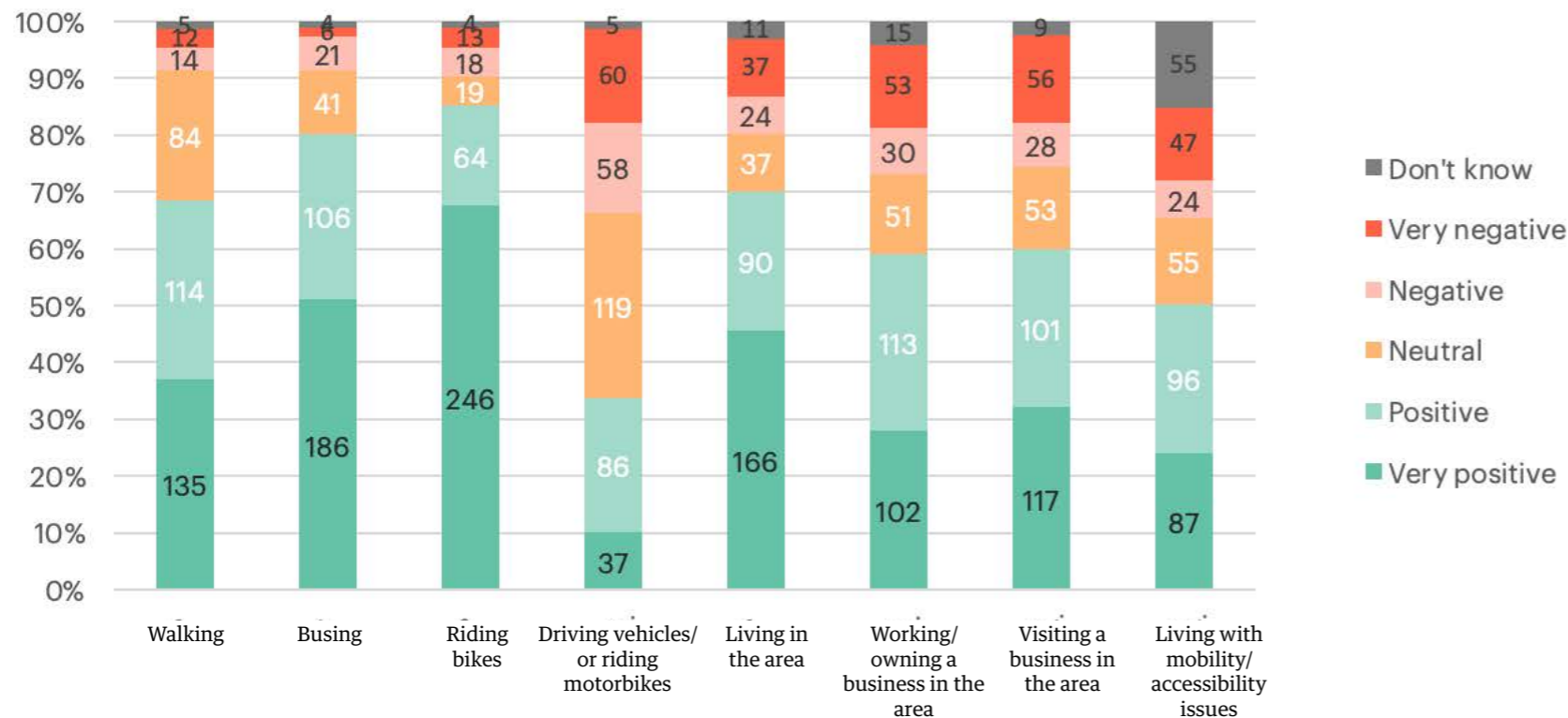


People who travel through the area

What is the main relationship you have to the area?

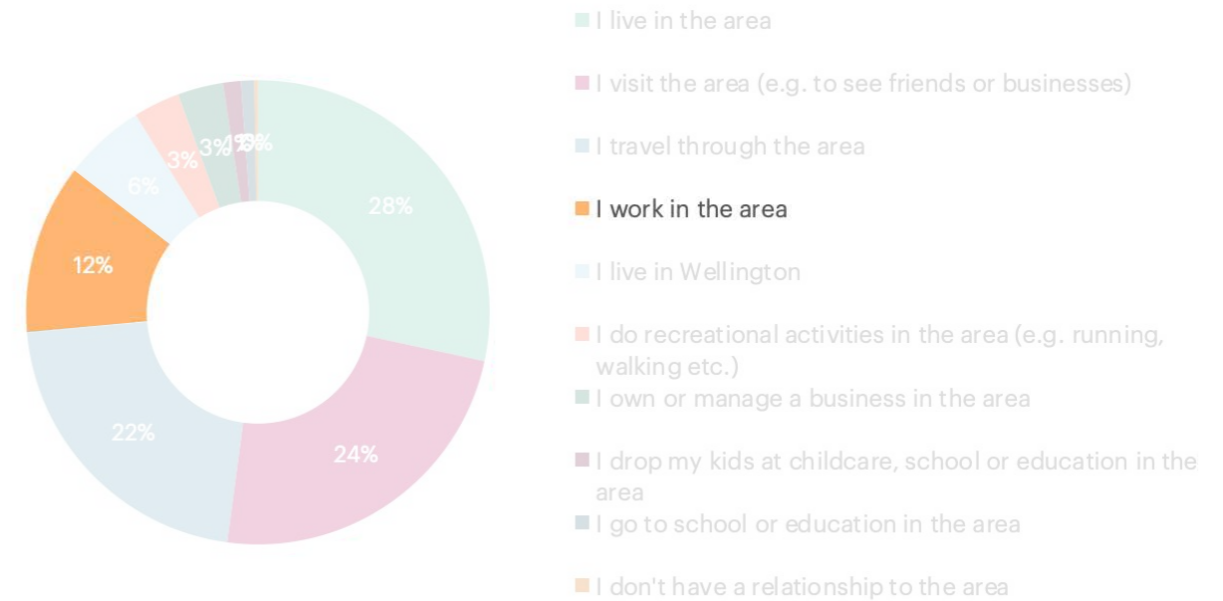


People who travel through the area thought the impacts for different users would be...

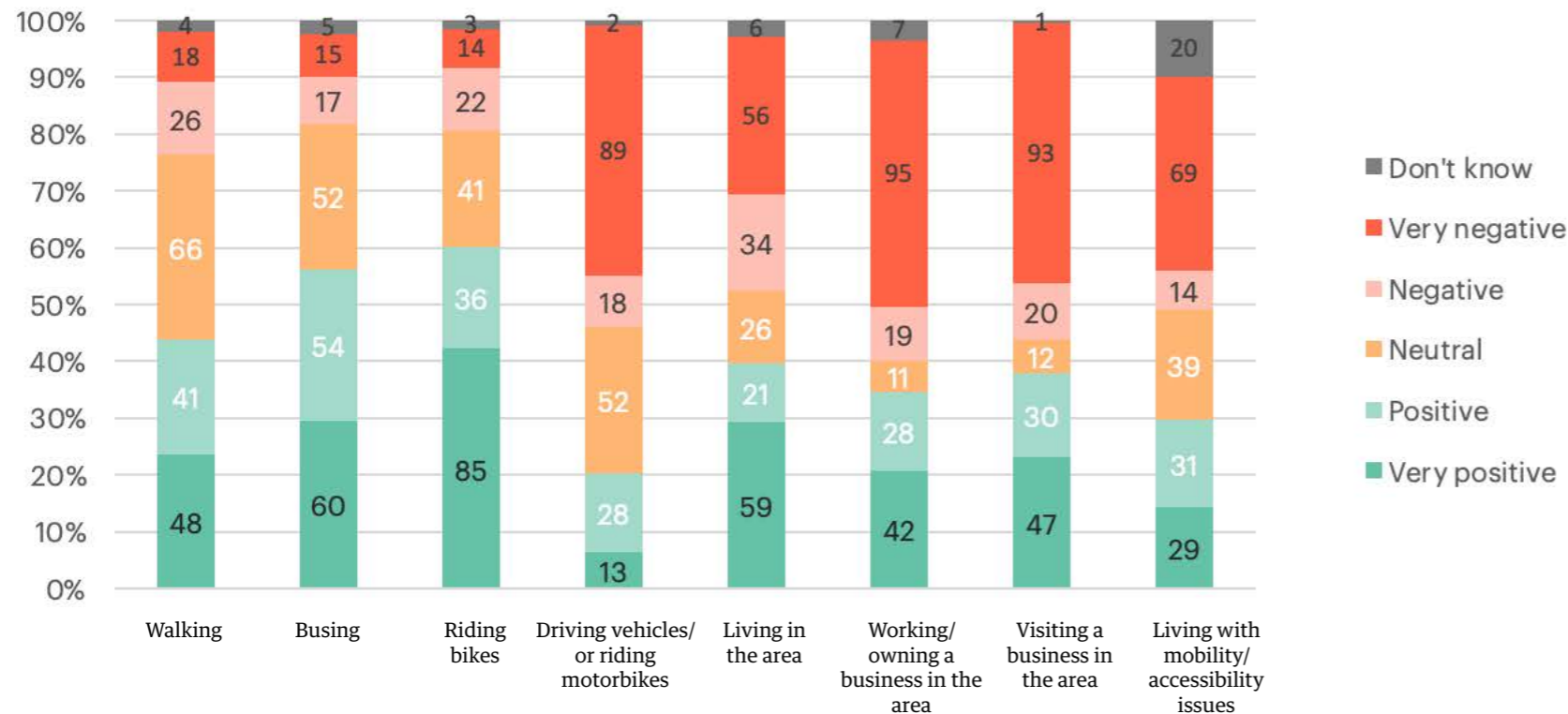


People who work in the area

What is the main relationship you have to the area?

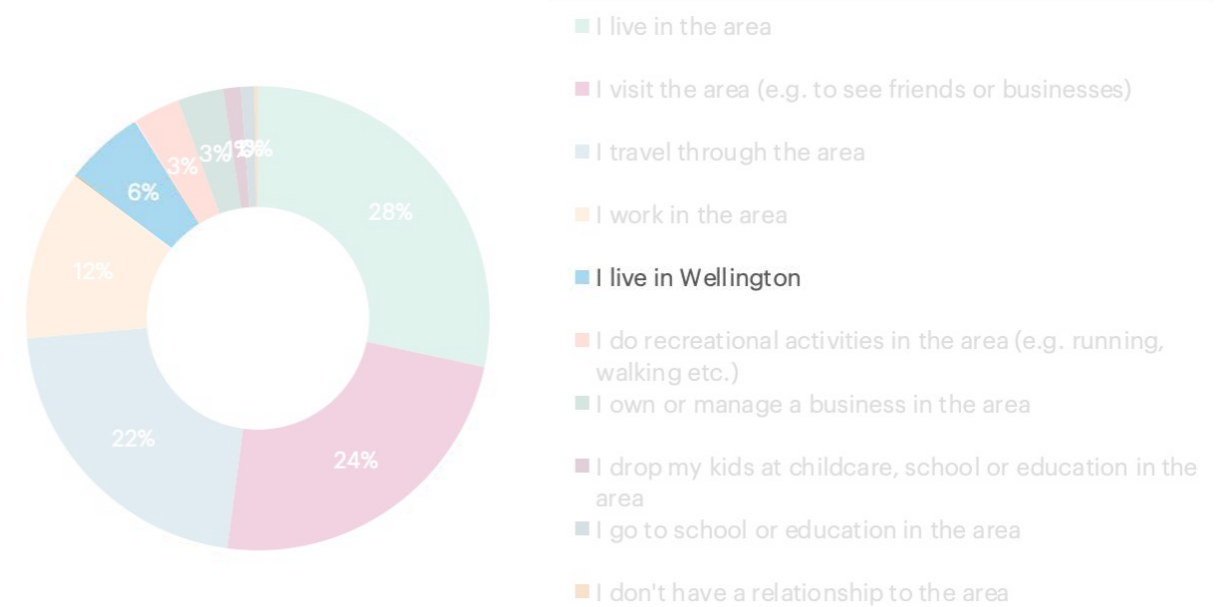


People who work in the area thought the impacts for different users would be...



People who just live in Wellington

What is the main relationship you have to the area?

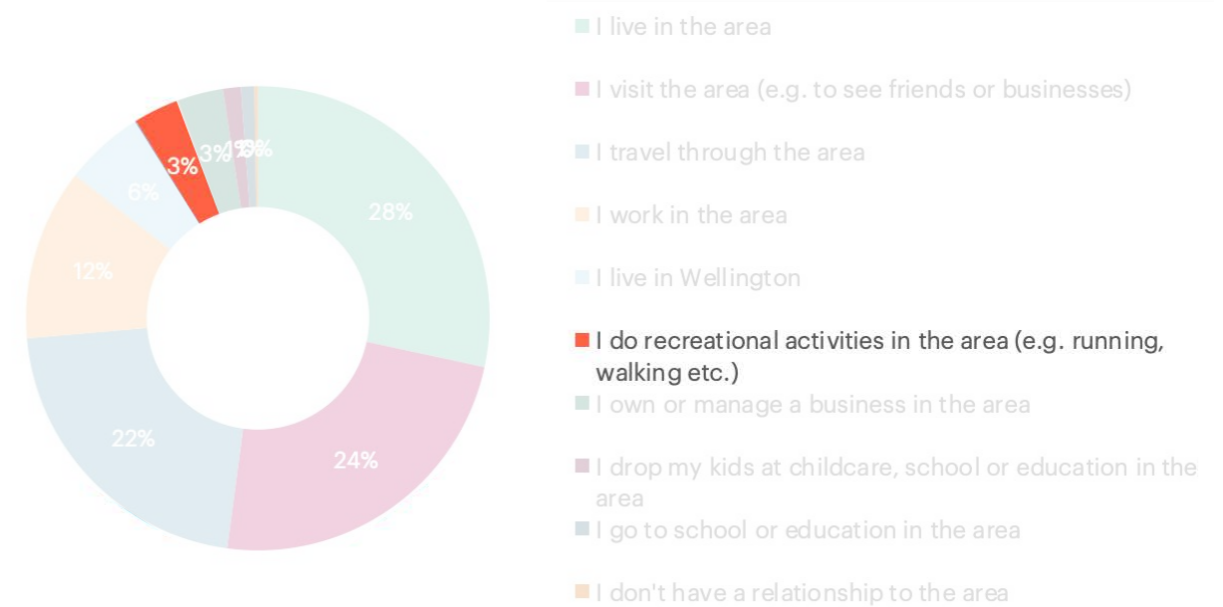


People who just live in Wellington thought the impacts for different users would be...



People who do recreational activities in the area

What is the main relationship you have to the area?

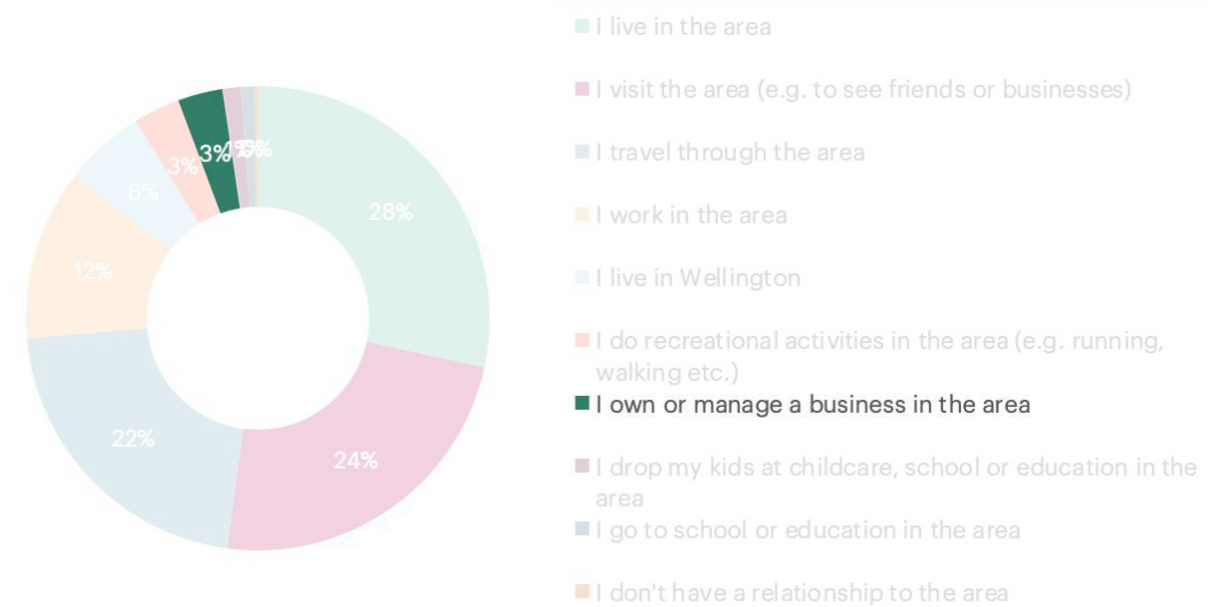


People who do recreational activities in the area thought the impacts for different users would be...



People who own or manage a business in the area

What is the main relationship you have to the area?

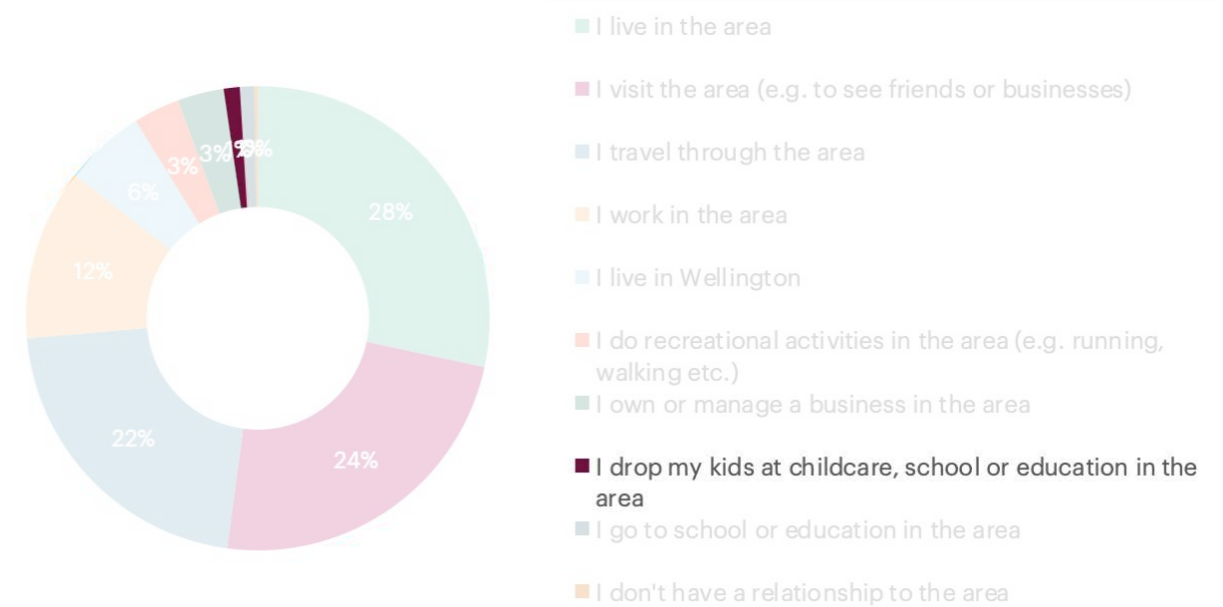


People who own or manage a business in the area thought the impacts for different users would be...

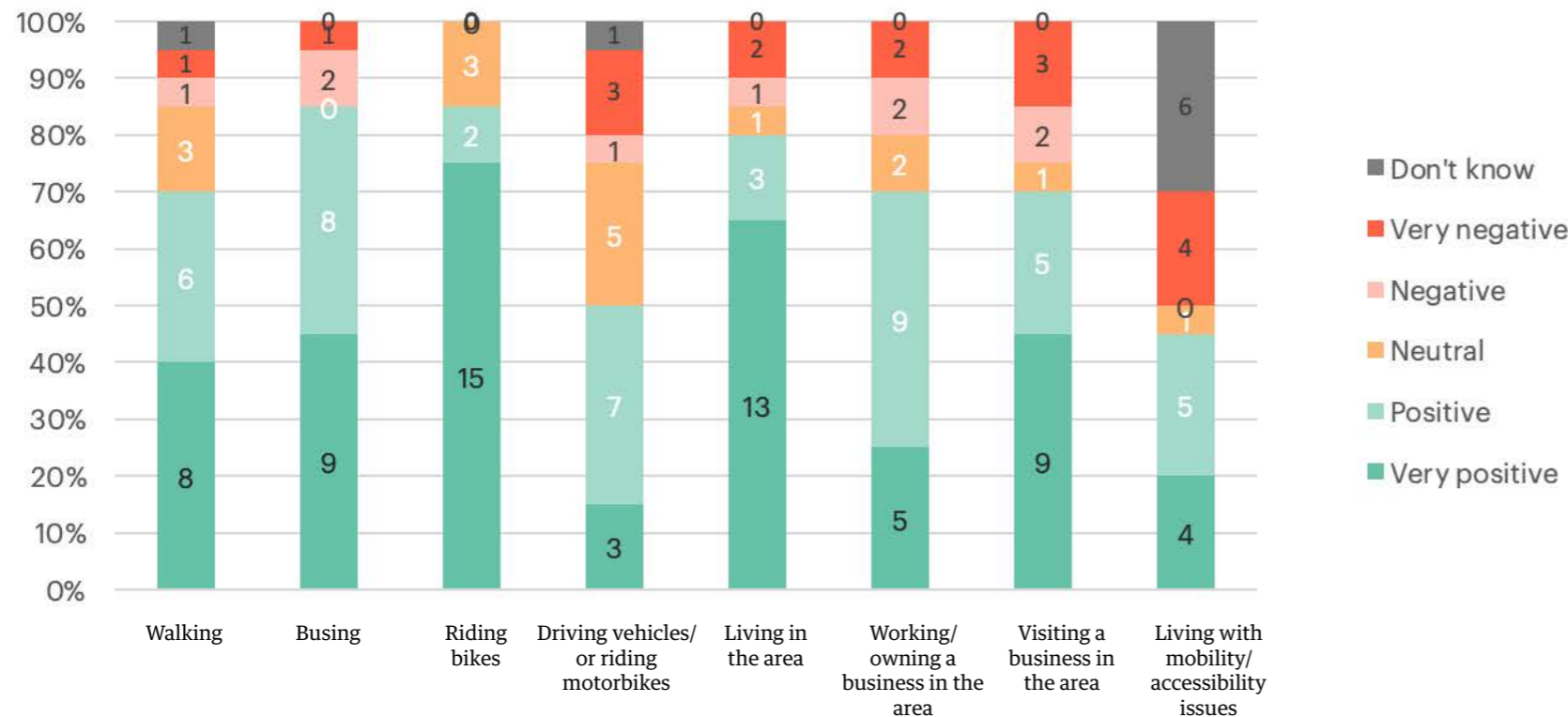


People who drop kids off at school or childcare in the area

What is the main relationship you have to the area?

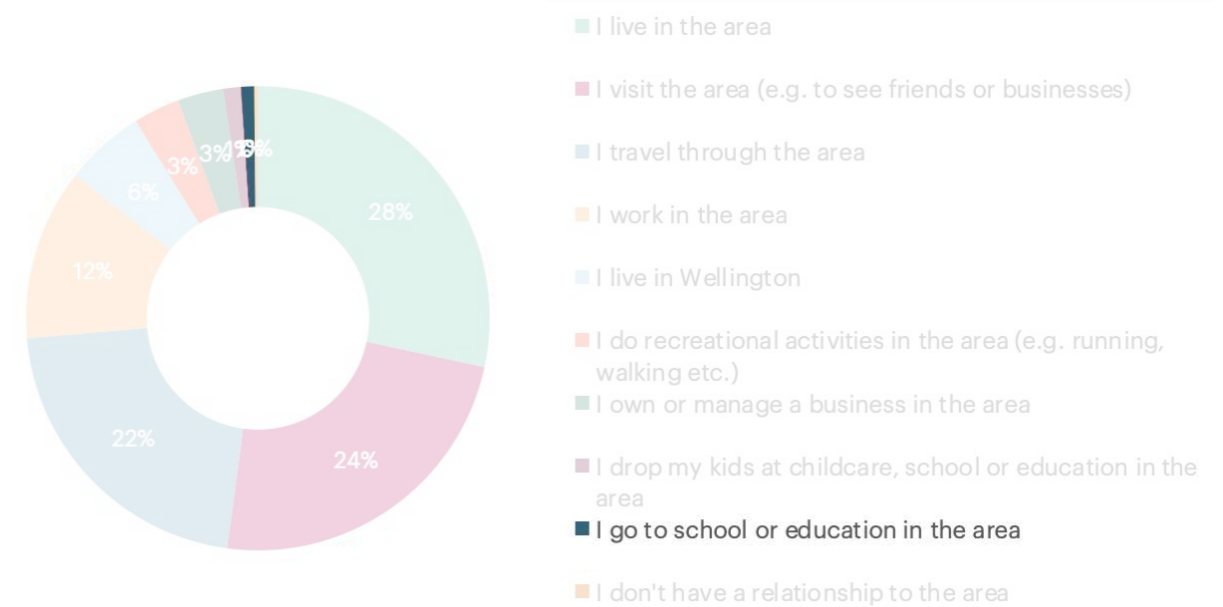


People who drop children off at school or childcare in the area thought the impacts for different users would be...



People who go to school or education in the area

What is the main relationship you have to the area?

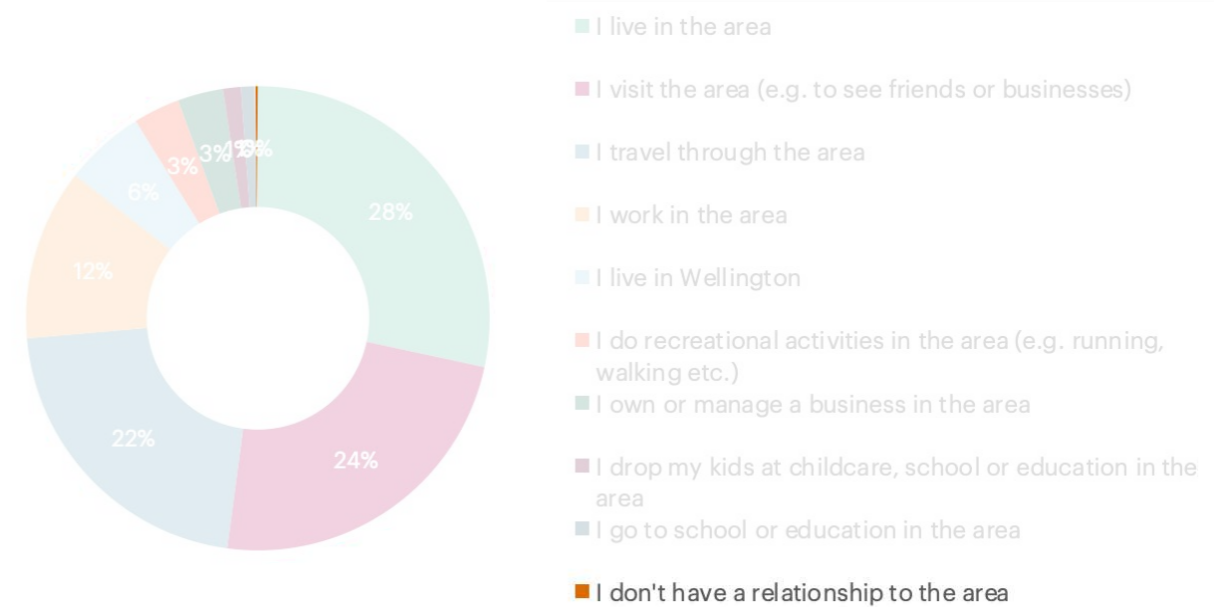


People who go to school or education in the area thought the impacts for different users would be...

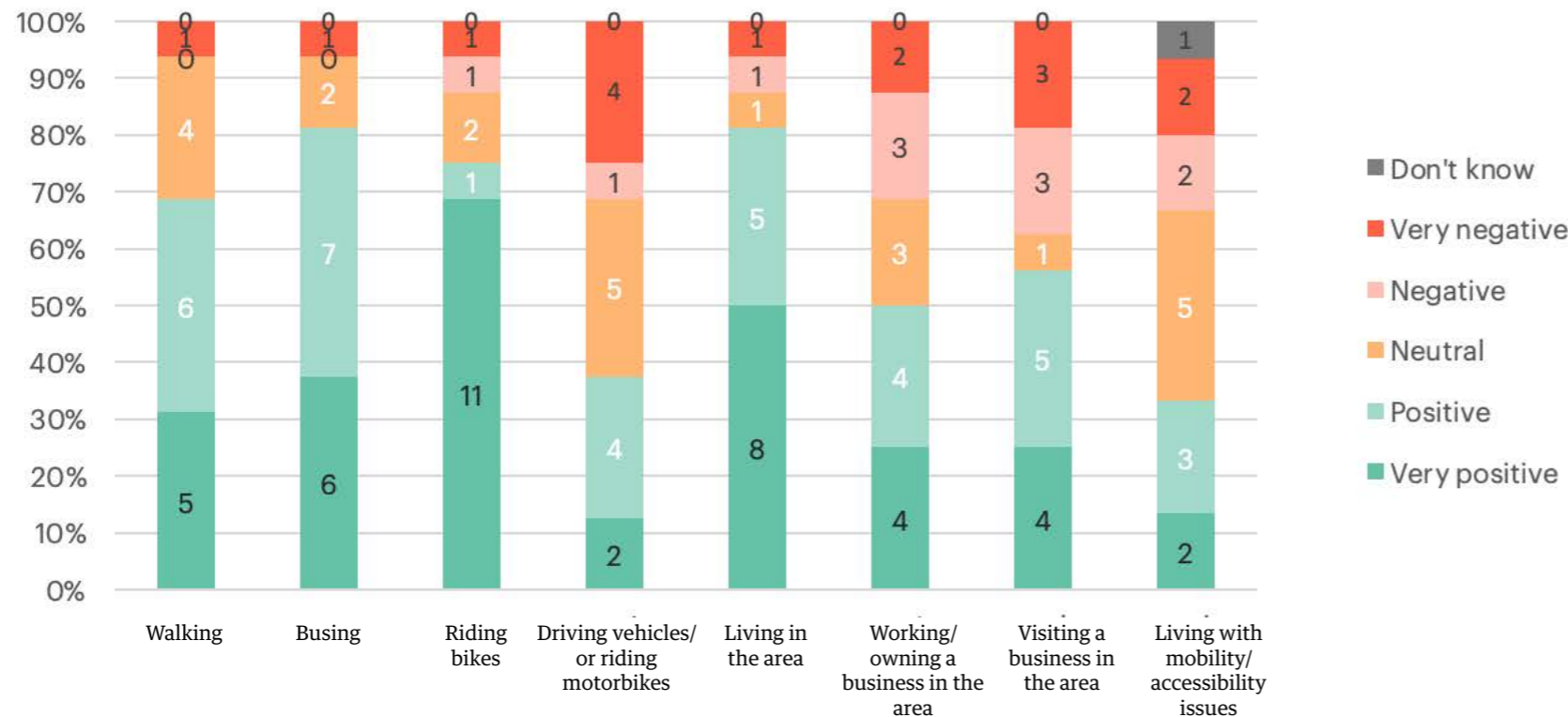


People who don't have a relationship to the area

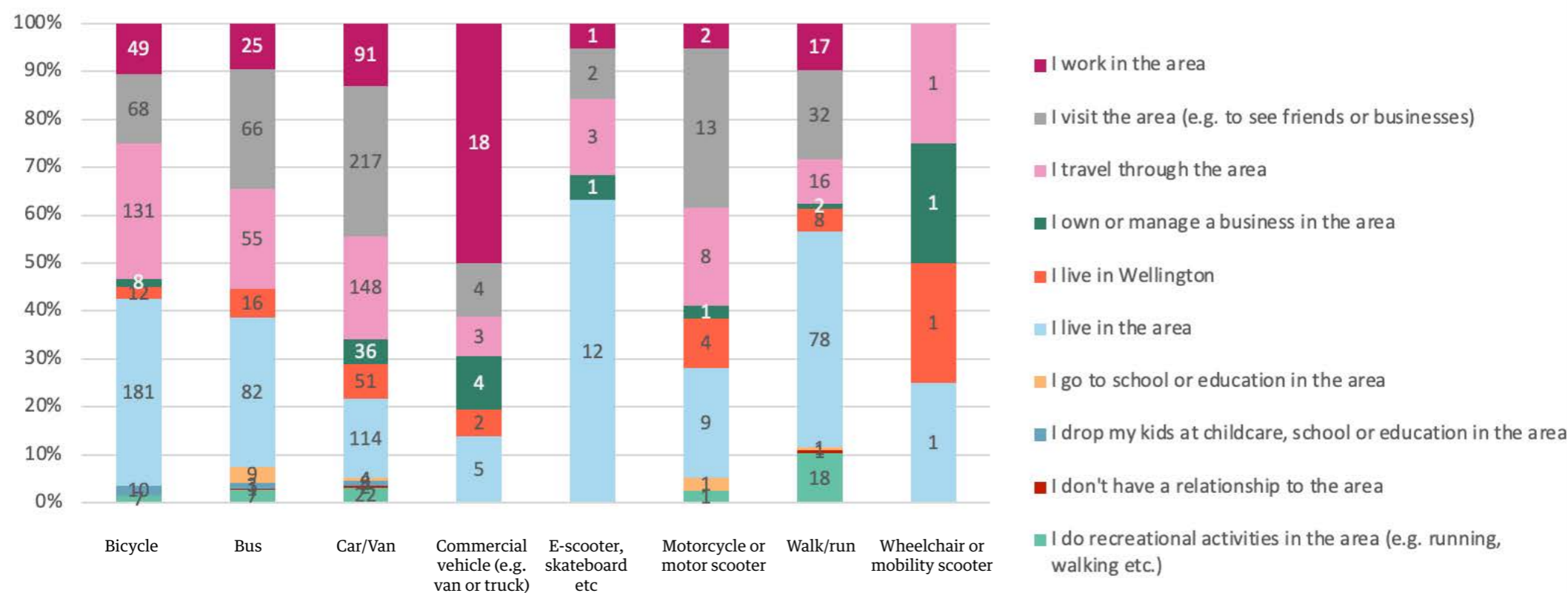
What is the main relationship you have to the area?



People who have no relationship to the area thought the impacts for different users would be...



Relationship to the area by main mode of transport



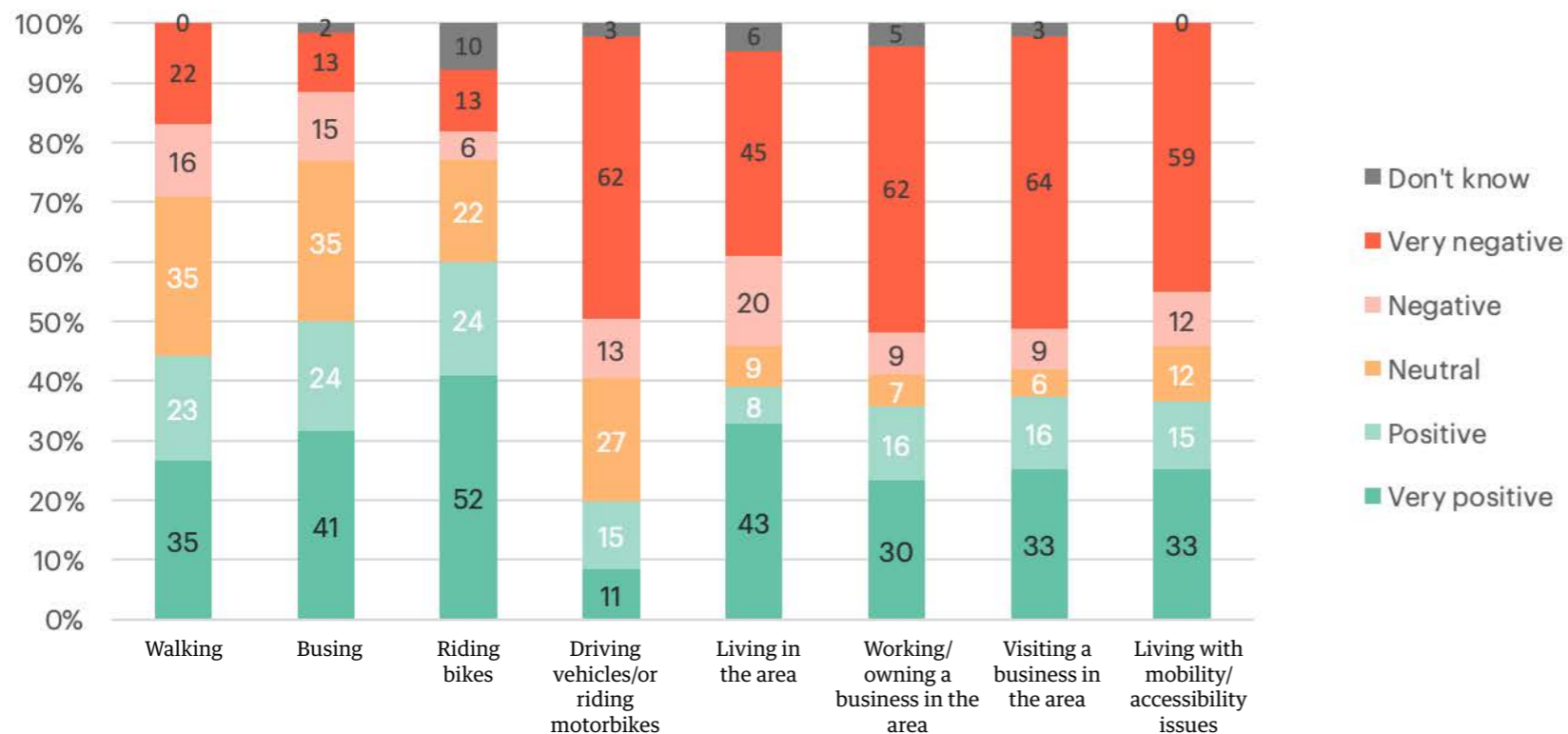
**How people with disability or
accessibility issues felt about the
impacts of the proposed changes**

People who live with a disability or accessibility issue

131 respondents

Answered 'yes' to living with a disability or accessibility issue

People who live with a disability or accessibility issue thought the impacts for different users would be...

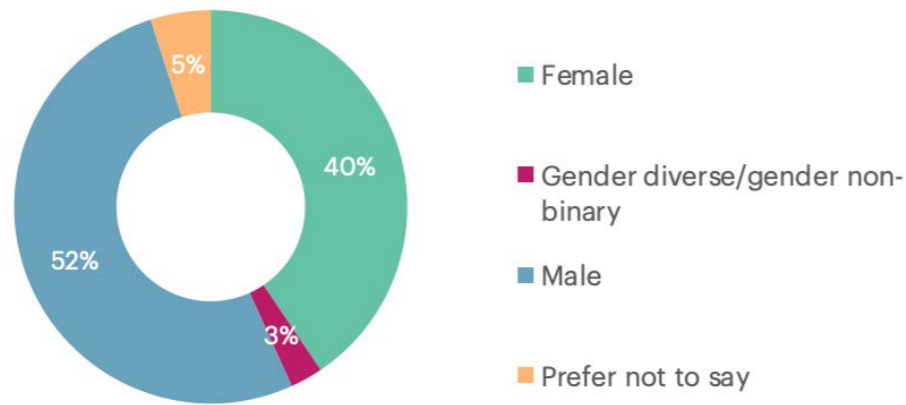


Who we heard from

Demographics

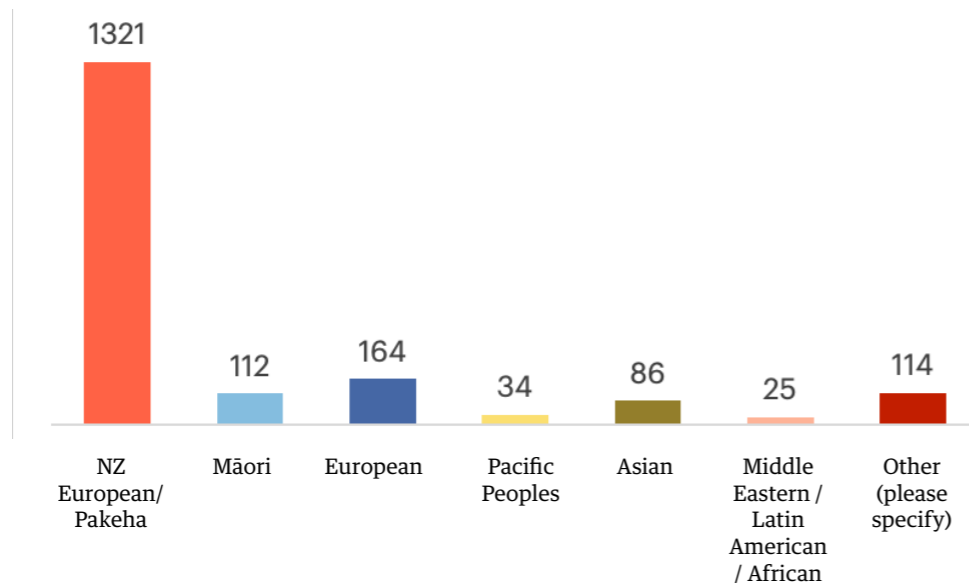
Please choose the gender that best identifies you:

n= 1679



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

n= 1,663



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

79% of respondents identified as NZ European/Pakeha

7% identified as Māori

10% identified as European

2% identified as Pacific Peoples

5% identified as Asian

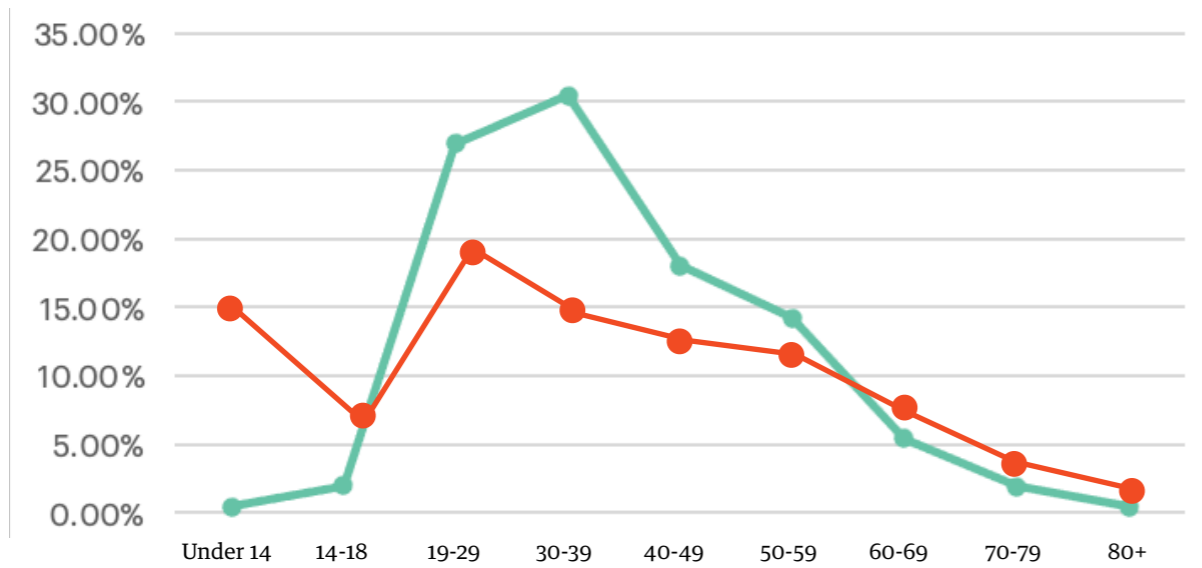
1% identified as Middle Eastern / Latin American / African

7% specified another ethnicity

Demographics

Please choose the age group you belong to:

n= 1664

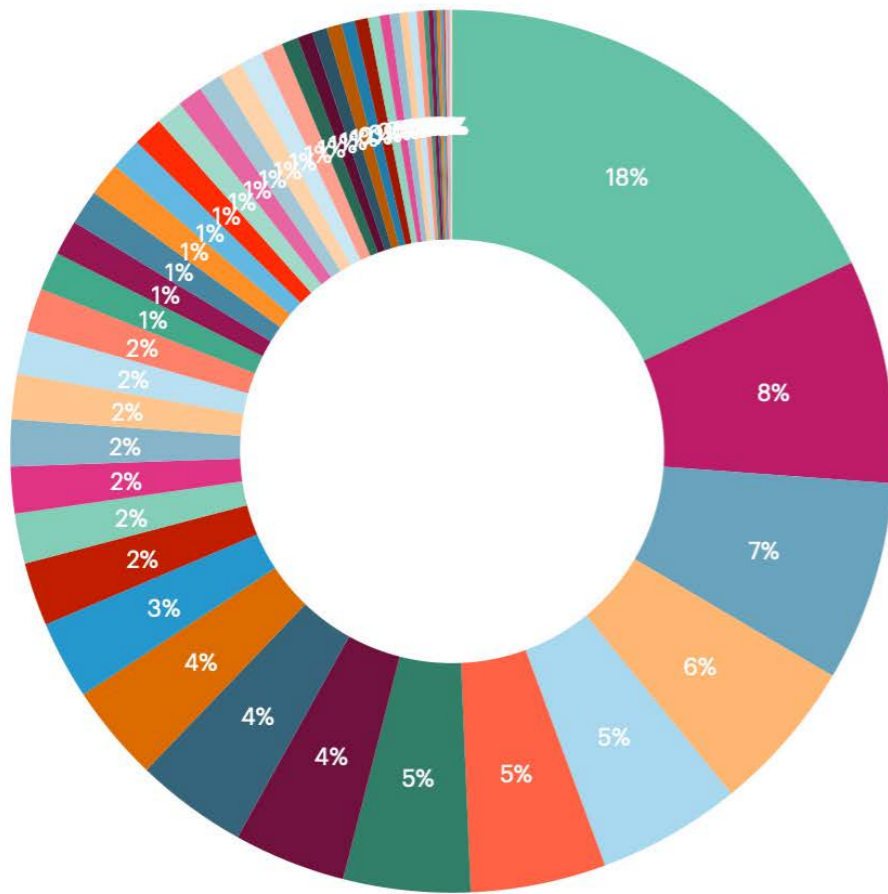


Demographics

Which suburb do you live in?

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

n= 1636



| | | | | | |
|-----|----------------|----|--------------------|---|---------------|
| 294 | Newtown | 23 | Southgate | 7 | Churton Park |
| 134 | Island Bay | 21 | Newlands | 6 | Paparangi |
| 120 | Other | 21 | Northland | 6 | Maupuia |
| 92 | Mount Victoria | 20 | Wellington Central | 5 | Rongotai |
| 86 | Brooklyn | 19 | Wadestown | 5 | Highbury |
| 81 | Berhampore | 18 | Kilbirnie | 4 | Karaka Bays |
| 76 | Te Aro | 16 | Strathmore Park | 3 | Owhiro Bay |
| 67 | Mount Cook | 15 | Thorndon | 3 | Broadmeadows |
| 67 | Karori | 14 | Vogeltown | 2 | Makara |
| 58 | Hataitai | 14 | Kingston | 2 | Kaiwharawhara |
| 47 | Miramar | 14 | Tawa | 2 | Pipitea |
| 38 | Aro Valley | 13 | Oriental Bay | 1 | Ohariu |
| 30 | Khandallah | 10 | Wilton | 1 | Happy Valley |
| 28 | Lyall Bay | 9 | Crofton Downs | 1 | Worser Bay |
| 28 | Kelburn | 9 | Mornington | 1 | Grenada North |
| 27 | Melrose | 9 | Roseneath | 1 | Breaker Bay |
| 26 | Johnsonville | 8 | Seatoun | | |
| 26 | Ngaio | 8 | Houghton Bay | | |

Organisations we heard from

| | | | |
|--|-----------------------------------|--|---|
| AA | Gazley Holdings Ltd. | MTI Wellington | Rutherford & Bond Toyota |
| ASUS | General Grocer | New Crossways Community Trust | Shosha |
| Office Bar | Generation Zero | Newtown Acupuncture Centre | Skin Body Care |
| Capital City Cars | Glassworks 2000 ltd. | Newtown Halal Meat Shop | Sojourn Apartment Hotel |
| Capital Kids Co Operative Childcare Centre | Greenford Holdings LTD | Newtown Residents Association | Standard 956 Limited |
| Community Corrections | GSW Martial Arts | Newtown School / Te Kura O ngā Puna Waiora | Stride |
| Computer Shop Newtown Ltd | Haitaitai Pharmacy | Outdoorsmen | Switched on Bikes |
| Cycle Wellington | Inter-Professional Trust | Pacific Island Presbyterian Church Newtown | The Khandallah Company Ltd |
| Cycling Action Network | Jaycar Electronics | PCB NZ Ltd | VTNZ |
| Doctors for Safe Active Transport | John Castle Chemist | Pita Pit Newtown | VUWSA |
| Dsport | Kaiwhara Community Group | Port Nicholson Poneke (PNP) Cycle Club | Wellington City Council Environmental Reference Group |
| Dudley Investments Ltd. | Kennards Hire New Zealand Limited | Property Paint Services | Wellington College Enviro Club |
| Energy Architecture NZ Ltd | Kids R Us | Resene | Wellington High School |
| Fitrite Tailors | Living Streets Aotearoa | Retail NZ | Wellington Speedway |
| Forza Trust Property | Mitsubishi Motors New Zealand | Rice Bowl Burger Bar | Willis Bond & Co. |
| Four Seasons Florist | Mt Victoria Residents Association | RMHC NZ Ronald McDonald House Wellington | Working Hands |

Other engagement activities

Community drop-ins, events and school engagement

We hosted seven drop-in sessions and events along the route during the consultation period. Over 300 community members took the opportunity to engage with staff during these sessions. Community members could pop in, get the information they are interested in, ask questions of staff and find out how to have their say during the formal consultation period. It was also an opportunity for people to find out about the proposed improvements to biking, busing and walking happening across the city.

We also engaged with over 300 students who attend a high school near the route. We talked about the proposed improvements, the larger scope and goals of the Paneke Pōneke bike network, as well as inviting students to have their say. Part of this engagement was with the Enviro Club at Wellington College, whereby student leaders sent out a travel survey to students that got over 350 responses, hosted a BBQ and invited students to submit on the proposed changes. Senior students at Wellington High were also engaged in their Social Studies and Geography classes, looking at the network from a civic engagement, urban planning and sustainability perspective as part of their studies. A drop-in session was also hosted at Newtown School for parents and staff of the school.

Events were held in:

- Mt Vic Hub
- Newtown Market
- Victoria University, Te Aro Campus
- Harbour side market on the 21st and 28th of August
- Newtown Community Centre
- Basin Reserve

School engagement at:

- Newtown School
- Wellington College
- Wellington High

Community drop-ins, events and school engagement



Appendix: theme definitions

Theme name explanations

| Theme name | Theme explanation/example |
|---|---|
| Alternative suggestions (parking, routes, etc) | Comments that advocate for alternative solutions. This includes comments advocating for different routes, parking buildings, etc. |
| Changes could go further | Comments advocating that the solution could be improved. This includes comments about ‘making less compromises’, ‘extend this solution further’. |
| Concern about access to medical facilities and schools | Comments which are concerned that the proposed changes will have a negative impact on the ability to access medical facilities (eg the hospital) and schools. |
| Concern about Basin Reserve being closed for events | Comments which are concerned about how to bike around the Basin Reserve while events are on and the Basin Reserve is closed. |
| Concern about biking in bus lane | Comments that are concerned about safety/comfort implications of riding a bicycle in the same lane as buses. |
| Concern about impact on businesses | Comments which are concerned that the proposed changes will have a negative impact on business, or comments which mentioned increase difficulty accessing businesses. This excludes medical facilities and schools. |
| Concern about impact on people with mobility/accessibility issues | Expressing concern that the proposed changes do not cater to people with mobility issues, the elderly or children, or that they have disproportionate negative affects on them. |
| Concern about impact on residents | Concern about the impact that the proposed changes will having on people living in the area. |
| Concern about impacts on traffic flow | Comments concerned that the proposed changes will lead to congestions or slower/less consistent traffic times. |
| Concern about lack of ability to u-turn | Expressing concern about the removal of the turning bays on Cambridge and Kent Terrace, resulting in less ability to turn right or turn around. |
| Concern about lack of separation | Concern about points on the route that have a lack of separation between modes |
| Concern about removal of bus stop | Concern about the moving or removal of bus stops |

Theme name explanations

| Theme name | Theme explanation/example |
|---|---|
| Concern with loss of parking | Comments showing opposition to the reduction in number of parks or the times that car parking is available. |
| Focus on other things | Comments advocating that the Council should be focusing on other things (eg fix the pipes). |
| Focus on public transport first | Comments advocating that the Council should be focusing on public transport (eg get public transport running smoothly first). |
| General opposition to having a bike network | Comments which are showing opposition to bike lanes outside the scope of proposed changes or the bike network as a whole. |
| General opposition to proposed changes | Comments showing general opposition for the proposed changes. This includes comments about the proposal being 'a waste of money'. |
| General support for proposed changes | Comments showing general support for the proposed changes. |
| General support for the bike network | Comments showing general support for the bike network. |
| Get on with it | Comments encouraging Council to speed up delivery. |
| More Council enforcement needed | Comments which advocate that more Council enforcement is needed (ineffective in other areas) for this such as improper bus lane usage, clearway parking times, etc. |
| Opposition to completed section of Riddiford Street | Comments expressing opposition to the completed section of Riddiford St |
| Other | Comments that are niche, miscellaneous, and/or unrelated to the proposal. |

Theme name explanations

| Theme name | Theme explanation/example |
|---|---|
| Specific consultation/engagement feedback | Comments that contain specific constructive feedback on how Council could improve engagement or consultation methods or materials. |
| Specific design feedback | Comments that contain specific design feedback to improve the proposed changes - this includes comments that relate to the completed section of Riddiford Street, |
| Specific feedback on parking allocation | Comments that contain specific feedback on the type or duration of parking that should be considered in certain areas. |
| Specific implementation feedback | Comments that contain specific feedback on implementation (not design) such as materials, surfaces, etc (includes comments that relate to the completed section of Riddiford Street). |
| Support for completed section of Riddiford Street | Comments expressing support for the completed section of Riddiford Street |
| Support for removing parking | Comments which are supportive of the removal of parking. |
| This will make it safer | Comments advocating that the proposed changes will have a positive impact on safety. |
| WCC bias towards cyclists | Comments which proposed that Council favours feedback or interests of cyclists over private vehicle users. |
| WCC doesn't listen | Comments suggesting that Council does not listen to/seek feedback, or that engagement is not genuine. |
| Will have a positive impact on the environment | Comments advocating that the proposed changes will have a positive impact on the environment. |
| | |
| | |