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ORDINARY MEETING  
OF  
**PŪRORO ĀMUA | PLANNING AND ENVIRONMENT**  
COMMITTEE  
AGENDA

Time: 9:30am  
Date: Thursday, 10 March 2022  
Venue: Virtual meeting

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## **MEMBERSHIP**

Mayor Foster  
Deputy Mayor Free  
Councillor Calvert  
Councillor Condie  
Councillor Day  
Councillor Fitzsimons  
Councillor Foon  
Liz Kelly  
Councillor Matthews  
Councillor O'Neill  
Councillor Pannett (Chair)  
Councillor Paul (Deputy Chair)  
Councillor Rush  
Councillor Woolf  
Councillor Young

### **Have your say!**

*You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 04-803-8334, emailing [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz) or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.*

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## **AREA OF FOCUS**

The Pūroro Āmua | Planning and Environment Committee has the following responsibilities:

- RMA matters
- Urban Planning, District Plan
- Built environment
- Natural environment and biodiversity
- Future Development Strategy, Spatial Plans and Housing Supply
- Climate Change Response and Resilience
- Heritage
- Transport Strategy and Planning, including significant traffic resolutions
- Parking policy
- Submissions to Government or other local authorities
- Regulatory activity and compliance
- Planning and approval of business cases for Let's Get Wellington Moving, associated traffic resolutions and other non-financial statutory powers necessary for progressing the business cases (such as decisions under the Local Government Act 1974)
- Implementing and monitoring delivery of the affordable housing strategy

The Committee has the responsibility to discuss and approve a forward agenda.

To read the full delegations of this committee, please visit [wellington.govt.nz/meetings](https://wellington.govt.nz/meetings).

**Quorum:** 9 members

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## 1. Meeting Conduct

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### 1.1 Karakia

The Chairperson will open the meeting with a karakia.

<b>Whakataka te hau ki te uru,</b>	Cease oh winds of the west
<b>Whakataka te hau ki te tonga.</b>	and of the south
<b>Kia mākinakina ki uta,</b>	Let the bracing breezes flow,
<b>Kia mātaratara ki tai.</b>	over the land and the sea.
<b>E hī ake ana te atākura.</b>	Let the red-tipped dawn come
<b>He tio, he huka, he hauhū.</b>	with a sharpened edge, a touch of frost,
<b>Tihei Mauri Ora!</b>	a promise of a glorious day

At the appropriate time, the following karakia will be read to close the meeting.

<b>Unuhia, unuhia, unuhia ki te uru tapu nui</b>	Draw on, draw on
<b>Kia wātea, kia māmā, te ngākau, te tinana,</b>	Draw on the supreme sacredness
<b>te wairua</b>	To clear, to free the heart, the body
<b>I te ara takatū</b>	and the spirit of mankind
<b>Koia rā e Rongo, whakairia ake ki runga</b>	Oh Rongo, above (symbol of peace)
<b>Kia wātea, kia wātea</b>	Let this all be done in unity
<b>Āe rā, kua wātea!</b>	

### 1.2 Apologies

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

### 1.3 Conflict of Interest Declarations

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

### 1.4 Items not on the Agenda

The Chairperson will give notice of items not on the agenda as follows.

***Matters Requiring Urgent Attention as Determined by Resolution of the Pūroro Āmua | Planning and Environment Committee.***

The Chairperson shall state to the meeting:

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

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The item may be allowed onto the agenda by resolution of the Pūroro Āmua | Planning and Environment Committee.

***Minor Matters relating to the General Business of the Pūroro Āmua | Planning and Environment Committee.***

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Pūroro Āmua | Planning and Environment Committee for further discussion.

### 1.5 Public Participation

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 31.2 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

Requests for public participation can be sent by email to [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz), by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

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## 2. General Business

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# TE KĀINGA PROGRAMME UPDATE

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### Kōrero taunaki | Summary of considerations

#### Purpose

1. This report to Pūroro Āmua | Planning and Environment Committee provides an update on the current status of the Te Kāinga Programme. It also seeks to:
  - Agree that a recommended target of 10% be set for future units delivered through the programme to be ‘fully accessible/universally designed’ units.
  - Provide an update on steps being taken to continuously improve the programme based on the ongoing evaluation process.

#### Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy
- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

#### Strategic alignment with priority objective areas from Long-term Plan 2021–2031

#### Relevant Previous decisions

The Te Kāinga Programme was identified as a priority project in the 2018-28 Long Term Plan (LTP) and is included as one of the key projects in the Proactive Development Priority of the 2020-2022 Housing Action Plan which was unanimously approved by Council in March 2020.

On 2 June 2021 the Pūroro Rangaranga | Social, Cultural and Economic Committee unanimously agreed to establish a target of 1000 Te Kāinga homes to be delivered or under contract in the next five years.

#### Significance

The decision is **rated low significance** in accordance with schedule 1 of the Council’s Significance and Engagement Policy.

While Housing is of high importance and significance, the Te Kāinga update is not seeking to fundamentally change the existing programme but instead to build on it by providing an update on

progress. For this reason, the update proposal is considered low significance.

**Financial considerations**

Nil       Budgetary provision in Annual Plan / Long-term Plan       Unbudgeted \$X

2. Council has directed officers to deliver the programme on a cost neutral basis and the forecast income and expenditure is noted in the current LTP and will be updated as additional projects come on line.
3. Robust financial monitoring is undertaken on a monthly basis.

**Risk**

Low       Medium       High       Extreme

4. The Te Kāinga Programme falls under the Proactive Development priority area of the Housing Action plan. Risk of the Housing Action Plan is reviewed regularly by the Housing Action Plan Advisory Group, and reported to Committee every 6 months.

Authors	John McDonald, Housing Development Manager Rebecca Tong, Programme Manager
Authoriser	Liam Hodgetts, Chief Planning Officer



## Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That Pūroro Āmua | Planning and Environment Committee:

- 1) Receive the information
- 2) Note the update on committed projects at Te Kāinga Aroha, 203 Willis Street, 178 Willis Street, 53 Boulcott Street and 24 Haining Street
- 3) Agree that a recommended target of 10% be set for future units delivered through the programme to be 'fully accessible/universally designed' units.
- 4) Note that final design work is being completed on 7 additional units at 203 Willis Street which will be the programme's first fully accessible units.
- 5) Note that work is continuing to understand and quantify the capability and specific options to deliver sustainable building outcomes and universal design outcomes through the programme and that officers will report back on this later in 2022.
- 6) Note that a full evaluation report on Te Kāinga Aroha will be provided to Pūroro Āmua | Planning and Environment Committee in May 2022.

## Whakarāpopoto | Executive Summary

5. The Te Kāinga programme sees Council enter long-term leases with commercial building owners and developers to deliver more housing options for some of the City's essential and key workers.
6. The aim of the Te Kāinga programme is to provide secure, affordable, and long-term rental accommodation in Wellington that can be accessed by those on lower to medium incomes who are employed in essential public service sector roles and may otherwise find it difficult to access appropriate housing options in the city.
7. The first project in the Programme, Te Kāinga Aroha, welcomed the first tenants on 8 March 2021 and provides 52 apartments in the CBD. The building provides 6 one-bedroom units, 27 two-bedroom units and 19 three-bedroom units and is currently home to around 120 tenants.
8. An evaluation of the Aroha project is well underway and a full evaluation report will be provided to Pūroro Āmua | Planning and Environment Committee in May 2022.

## Update on current projects

9. Officers have progressed projects on four other buildings which include:

Project site	Delivery	Update
<b>203 Willis Street</b>	48 Units Handover 31 March	Construction progressing to timetable Risk: Impact from delays from COVID Outbreak. Twice weekly review taking

	2022	place 7 Additional accessible units have been agreed
<b>53 Boulcott Street</b>	37 Units Handover 29 April 2022	Construction progressing to timetable Risk: Impact from delays from COVID Outbreak. Twice weekly review taking place
<b>178 Willis Street</b>	106 Units Handover February 2023	Construction progressing to timetable
<b>24 Haining Street</b>	78 Units Handover in May 2023	Site works have now commenced Construction progressing to timetable

10. Officers are continuing negotiations with four separate building owners that could see a further 320 apartments added to the programme.
11. In November 2021, officers advised that that a full assessment of the proposals and establishment of initial agreements were anticipated by late February 2022. This is now expected to be completed by May 2022 due to market constraints.

### **Takenga mai | Background**

12. The Te Kāinga Programme was identified as a priority project in the 2018-28 Long Term Plan (LTP) and is included as one of the key projects in the Proactive Development Priority of the 2020-2022 Housing Action Plan which was unanimously approved by Council in March 2020.
13. The aim of the Te Kāinga programme is to provide secure, affordable, and long-term rental accommodation in Wellington that can be accessed by those on lower to medium incomes who are employed in essential public service roles and may otherwise find it difficult to access appropriate housing options in the city.
14. Officers initially focused on working with commercial building owners to convert underutilised properties to increase the supply of safe, warm, and dry homes in the central city. The initial aim of the project was to make better use of the inner city for rental housing by working with commercial building owners to convert their properties to increase the supply of safe, warm, and dry homes in the central city.
15. The LTP noted that the Council would work with commercial building owners to convert their properties to residential apartments as part of an exemplar project. It was proposed that specific proposals would only be progressed if there was confidence that there would be no impact on rates.
16. Prior to the commencement of the Aroha project, officers from Build Wellington and Strategy, Policy and Research reviewed the programme against other schemes both nationally and internationally and established the criteria that rentals will be prioritised based on the following criteria:

- People who work in, or are qualified for and intend to work in an essential public sector role.
  - People on a low-to-medium income (under \$85,000 for an individual and \$130,000 for a group) who have difficulty accessing rental housing in Wellington City and are not eligible for income related rent.
  - Don't own their own home.
17. On 2 June 2021 the Pūroro Rangaranga | Social, Cultural and Economic Committee unanimously agreed to establish a target of 1000 Te Kāinga homes to be delivered or under contract in the next five years.
  18. Officers have continued to engage with developers and building owners with active discussions underway on five further buildings which could add 320 apartments to the current programme.
  19. The outcome of these discussions is now expected to conclude in May 2022 and information on the projects being made publicly available in late 2022.
  20. To ensure the objectives and values of the programme are being achieved, an evaluation process is being undertaken. An update on the first 6 months of the evaluation was provided to Pūroro Āmua | Planning and Environment Committee in November 2021. The aim of the evaluation is to determine the merit of the intervention by identifying its actual and/or potential impacts for tenants and the city.
  21. A further report will be provided to Pūroro Āmua | Planning and Environment Committee on 12 May which will review the first 12 months of Te Kāinga Aroha being in operation.

### **Kōrerorero | Discussion**

22. Work is continuing to understand and quantify the capability and specific options to deliver sustainable building outcomes and universal design outcomes through the programme and that officers will report back on this later in 2022.
23. Officers from both Build Wellington and the Climate Change response team are working to understand how the programme can help to deliver the Climate Smart Building policy and Environmental and Accessibility Policy work that is underway.
24. The next two buildings in the Te Kāinga programme are due for handover in March and April 2022.
25. At 203 Willis Street 48 units will see tenants move in from early April and at 53 Boulcott Street there will be a further 37 units.
26. We have contacted partners and stakeholders such as Capital and Coast District Health Board (CCDHB) to make them aware of these buildings coming on line and we will commence with open homes for the properties this month.
27. Given the current Covid-19 situation, there are challenges around undertaking open homes with large numbers of prospective tenants. To mitigate this, applicants will have an opportunity to view some of the apartments digitally and video tours of the apartments will be recorded and made available.
28. The Te Kāinga team have undertaken a number of digital viewings for a vacancy at Aroha where there was an applicant based elsewhere in NZ who were moving to

Wellington to take up a public sector role. This has been a successful trial that has led to a new tenancy for a family moving to the city.

### **5-year programme of delivery**

29. On 2 June 2021 the Pūroro Rangaranga | Social, Cultural and Economic Committee unanimously agreed to establish a target of 1000 Te Kāinga homes to be delivered or under contract in the next five years.
30. Officers are continuing to seek out potential future pipeline of projects and will focus on securing more agreements in years one and two to ensure that most homes being delivered by the programme will be operational by year five.

### **Accessibility**

31. Officers are continuing to work on options to achieve accessibility outcomes across the housing strategy and action plan. A joint Accessibility advisory group and Disabled Persons Assembly workshop is planned in coming months, alongside Council's accessibility advisor. This workshop is expected to be an opportunity for Housing Development Team officers to understand in greater detail what best practice 'accessible units' look and feel like.
32. In the meantime, a target for accessible units in the Te Kāinga programme is proposed to be set at 10%. Note this is a minimum target and officers will continue to encourage and push for more through the Te Kāinga programme, where feasible and sustainable for the programme to be able to deliver its 1,000 homes in five years target.
33. At 203 Willis Street, officers are in the final stages of agreeing internal layouts for an additional 7 units with improved accessibility on the ground floor. These will provide the programme's first fully accessible homes and will be available in late 2022.
34. Identifying and engaging early with potential tenants for these accessible units will be critical to ensuring the units enable tenants to thrive. Officers will work with the Accessibility Advisory Group and other community groups to identify potential tenants.
35. Further updates on accessible units in specific buildings will be provided to council in future programme updates.

### **Continuous improvement**

36. As reported in November, the results from the 6-month tenant survey were positive but continued to inform us of areas we could improve. Current tenants are satisfied with their home and see it as great value for money (79% satisfied with apartment and 83% agree they get good value for money with the apartment).
37. Additionally, over 80% of current tenants said they would recommend Te Kāinga Aroha to a friend or family member, and over 80% of unsuccessful or potential tenants said they would consider applying for another apartment. This response shows positive signs for the programme overall, and the impact the programme can have for the city.
38. A common piece of feedback during the process was the need to be able to provide information quickly during the application process, for us to build a stronger understanding of the programme, and for applicants to have a more direct and accessible way of contacting the team and finding information.

39. When talking further to tenants and applicants, they provided specific feedback that while the online information hosted on the WCC website was helpful, it couldn't provide them with answers to specific questions compared to other sites they would use for searching for a home.
40. As a result, Officers from Build Wellington worked with Smart Council and an external provider to create a new webpage for the Programme ([www.tekainga-apartments.nz](http://www.tekainga-apartments.nz)) which has been designed specifically with the end user in mind. The new site is easy to navigate and has been specifically created for future and current Te Kāinga tenants. The website will be live in mid March.
41. The site also meets Government web standards and WCAG guidelines for accessibility with links throughout to assist with navigation and allow jumping to what the user is looking for.
42. Future additions to the pages will include specific building floor plans and PDF user guides for white goods. We will be seeking further feedback from users on how else we can provide them with information.
43. To ensure the objectives and values of the programme are being achieved, a 12 month report on Te Kāinga Aroha was due to be provided to Pūroro Āmua | Planning and Environment Committee in April. Given the current impact from Omicron, Officers will now provide the update on 12 May to allow some additional time for tenants to provide us with feedback.

### **Kōwhiringa | Options**

44. The Pūroro Āmua Planning and Environment Committee can agree to the recommendations or;
45. Committee can reject the officers' recommendations and provide alternative direction for the programme.

### **Whai whakaaro ki ngā whakataunga | Considerations for decision-making**

#### **Alignment with Council's strategies and policies**

46. Affordable, resilient, and safe housing is a priority objective of the Council's Long-term Plan 2021-31. The Housing Strategy delivers on this objective and the programme features under the Proactive Development priority area.
47. The benefits of good housing and the impacts of poor housing are wide ranging. There are several strategies with a cross-over with the Proactive Development priority area and the Te Kāinga Programme.
48. *Our City Tomorrow engagement and District Plan* – Engagement on three pieces of work that will transform how we live. The District Plan is critical to enabling and encouraging housing supply, choice and affordability. This Plan sees greater density in the city and growth areas, Te Kāinga could be a vehicle for this growth and example of how density can be achieved
49. *Te Atakura* – Building energy and performance is an action area of Council's Te Atakura Climate Action Plan. The programme will better link with actions in Te Atakura

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and build greater emphasis on sustainability within Council's own proactive development priority.

50. *Economic well-being strategy* – Early discussions through 2020 with business sectors has raised shortage of affordable housing and high cost of living as a challenge. The developing Economic Well-being Strategy and the Housing Strategy will be closely aligned, ensuring the economic concerns of affordable housing are considered through Council's Housing Strategy and Action Plan, with Te Kāinga being a key vehicle to deliver affordable housing.

### **Engagement and Consultation**

51. Te Kāinga (formerly the Central Business District Building Conversions Project) is noted as one of the priority projects in Housing Action Plan.
52. The Action Plan was consulted on, along with the Housing Strategy through the 2018 Long-term Plan process and received strong public support.

### **Implications for Māori**

53. Officers from Build Wellington and Mataaho Aronui team are looking at how early engagement with iwi can be undertaken to promote and advertise the programme.
54. There are a range of considerations with regards to the future development of the programme and officers are in discussion with mana whenua to understand if there is an opportunity to partner directly on opportunities.
55. We know housing is a priority for our Iwi partners, and the negative impacts of the housing market are impacting Māori disproportionately. For these reasons housing for Māori, and our partnerships with Iwi are a focus for the Housing Strategy and Action Plan, including any opportunities through the Te Kāinga programme.

### **Financial implications**

56. Council has directed officers to deliver the programme on a cost neutral basis and the forecast income and expenditure is noted in the current LTP and will be updated as additional projects come on line.
57. Robust financial monitoring is undertaken on a monthly basis.
58. The Council will have responsibility for the long term management of the rentals and for meeting the annual head lease costs over the agreed period.
59. This represents a financial risk to Council however will be mitigated through robust financial monitoring and reviewing the rental policy settings to ensure costs are covered, avoiding any rates funding being required.

### **Legal considerations**

60. Advice is sought on individual projects as they progress to final agreement.

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### **Risks and mitigations**

61. A risk assessment is underway that has specific focus on the potential impacts from increasing construction costs and supply issues. Progress on this work has been impacted through the recent Omicron outbreak.
62. Projects will have an individual risk register which will be reviewed monthly.

### **Disability and accessibility impact**

63. Growing focus on accessible housing is an outcome sought from the Housing Strategy update and work is underway with building owners in the Te Kāinga programme to understand the opportunities for provision of accessible homes through this programme. A target of 10% fully accessible units being provided through the programme has been recommended in this report.
64. As noted in the report, a focus going forward is engaging with potential tenants early, particularly those with specific housing needs. This will allow for provision of specific accessibility features through the construction phase and early planning for potential tenants. We will be reaching out through advisory groups on the best way to identify potential tenants.

### **Climate Change impact and considerations**

65. Growing focus on sustainable housing is an outcome sought from the Housing Strategy update. Actions have been taken through the proactive development programme to develop housing with sustainability considerations and minimising waste through construction.
66. Work is underway to meet sustainability outcomes through Te Kāinga, with further report in 2022. Discussions are underway with current development partners to identify specific outcomes.

### **Communications Plan**

67. Site specific/project communication plans will be developed based on the unique context of each project.

### **Health and Safety Impact considered**

68. Healthy and Safety is considered at the project level.

### **Ngā mahinga e whai ake nei | Next actions**

69. A full evaluation report will be provided to Pūroro Āmua | Planning and Environment Committee on 12 May 2022.
70. Subject to Council's financial requirements being met, it is anticipated that further projects will be assessed by May 2022, with information on projects made publicly available by late 2022.

### **Attachments**

Nil





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## **ADOPTION OF THE BIKE NETWORK PLAN**

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### **Kōrero taunaki Summary of considerations**

#### **Purpose**

1. This report to Pūroro Āmua | Planning and Environment Committee brings back recommended amendments to Paneke Pōneke, the draft Bike Network Plan, that have been developed following public consultation in late 2021. Adoption of an amended plan and the accompanying strategic traffic resolution is recommended.

#### **Strategic alignment with community wellbeing outcomes and priority areas**

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy
- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

#### **Strategic alignment with priority objective areas from Long-term Plan 2021–2031**

#### **Relevant Previous decisions**

Through the development of the Long-term Plan 2021-2031, the Council decided to provide \$226 million over 10-years for the accelerated development of a connected bike network and requested a refresh of the Cycleways Masterplan 2015.

The Committee, at its meeting on 23 September 2021, approved the release of a draft Bike Network Plan (refreshed Cycleways Masterplan) for consultation and to an adapted version of the Innovating Streets process used for the Brooklyn Hill cycleway to progress with interim projects through the transitional programme.

#### **Significance**

The decision is rated high significance in accordance with schedule 1 of the Council's Significance and Engagement Policy. The development of the strategic bike network is important to the city to support its growth, encourage mode shift to help ease congestion, and as a major step in our response to the climate and ecological emergency. The definition of the strategic bike network applying to specific many streets is considered significant. It has high levels of community interest with divergent views in the community.

**Financial considerations**

Nil     
  Budgetary provision in Annual Plan / Long-term Plan     
  Unbudgeted \$X

2. The long-term plan has provided \$226 million CAPEX funding to deliver a connected network of bike lanes across the city over the next 10-years.

**Risk**

Low     
  Medium     
  High     
  Extreme

3. Adopting the network plan is a decision of high significance under the Council's significance and engagement policy, and therefore has been consulted on.
4. The high-level traffic resolution reflects the strategic bike network defined in the plan. Subsequent statutory decisions will implement rule changes for discrete sections of road, in light of these higher-level decisions.
5. As the level of detail in the street-based bike network is considered a significant change to the previous masterplan, the Council has consulted on the proposed network plan before giving consideration to the officers' recommendation to adopt an amended plan.
6. Delivery risks are inherent with a complex programme of this nature. Street space reallocation projects that prioritise walking, cycling and public transport are difficult. There is uncertainty in the actual scope, cost and timeframes for delivery of the individual projects. Risks are reduced as these matters are clarified as projects progress through scoping, detailed design and construction phases.
7. As reported to the Pūroro Āmua | Planning and Environment Committee on 14 October 2021, the construction market has entered a period of likely sustained labour shortages and supply chain interruptions. Constrained internal resources and professional services have the potential to delay the planning stages of projects. Together these factors are already resulting in price escalations and constraints on the market's ability to deliver.

Authors	Joe Hewitt, City Insights Manager Paul Barker, Transport Planning Manager Claire Pascoe, Transition Manager
Authoriser	Vida Christeller, Manager City Design & Place Planning Liam Hodgetts, Chief Planning Officer

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## Taunakitanga

### Officers' Recommendations

Officers recommend the following motion

That Pūroro Āmua | Planning and Environment Committee:

- 1) Receive the information.
- 2) Notes the submissions
- 3) Notes the summary of submissions, and responses to themes shown in Attachments 1 and 2.
- 4) Agree to make the following changes to the draft strategic bike network (maps of the recommended changes are in Attachments 3 and 4):
  - a. Changing Johnsonville to Ngaio and Johnsonville triangle from secondary to primary, because it fulfils the function of a backbone network connecting commuters to the CBD.
  - b. Changing primary route to follow Duncan Street from Tawa College to McLellan Street. The existing path near Grasslees Park changes from primary to secondary.
  - c. Adding Oxford Street and Cambridge Street to the secondary network, connecting Tawa pool to Tawa centre.
  - d. Adding Westchester Drive west of Middleton Road to the secondary network to connect Churton Park.
  - e. Adding a secondary connection from Takapu Station to Jamacia Drive to connect the Grenada North development area.
  - f. Removing the secondary designation on Onslow Road below Cashmere School.
  - g. Adding the bridle track to Cashmere Avenue via Nicholson Road, Jubilee Road, Iazard Road and Ranui Crescent to the secondary network.
  - h. Adding secondary route from Wadestown centre to Churchill Drive following Wadestown, Blackbridge and Wilton roads.
  - i. Adding a secondary route: Old Karori Road, Rosehaugh Avenue, Seaforth Terrace, path in Ian Galloway Park, Wallworth Road.
  - j. Removing Northland Tunnel Road from the strategic network.
  - k. Adding Northland Road from Glenmore Street to Northland shops as a secondary connection.
  - l. Adding Karori Park to Friend Street and Hatton Street as secondary network.
  - m. Adding Birdwood Street, Braithwaite Street and Lancaster Street as secondary network.
  - n. Extending the secondary network along South Karori Road to the main entrance of Makara Peak Mountain Bike Park.
  - o. Adding Upland Road to the cable car to the secondary network.
  - p. Adding Panama Street from Lambton Quay to Featherston Street as a secondary connection to link to the proposed Golden Mile bike lanes.

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- q. Changing the waterfront route from primary to secondary given it is lack of directness and pedestrian priority.
  - r. Adding Lady Elizabeth Lane as part of the secondary network.
  - s. Adding the quays route including Cable and/or Wakefield streets as a **desired** primary route, noting that current planning for the Let's Get Wellington Moving mass rapid transit project suggests that space constraints along the waterfront quays route have ruled it out of further consideration as part of the strategic bike network at this time. Although accommodating cycling infrastructure is within the current scope of the LGWM MRT project, performance of the corridor for MRT operation is of priority. If further investigations show that it is possible to establish a high-quality, bike friendly route along the waterfront quays, then this is a highly desirable connection.
  - t. Adding a comment to the final plan that ensuring good connectivity and permeability for walking and cycling is a requirement for every street, particularly in the central area.
  - u. Adding McKinley Crescent to Mornington Road to Ridgeway School, and Farnham Street and Britomart Street as a secondary connection.
  - v. Adding the following secondary corridors to better connect the Newtown centre, Newtown Park, the zoo, and South Wellington Intermediate School:
    - i. Riddiford Street from Wilson Street to Russell Terrace
    - ii. Russell Terrace to Te Wharepouri Street, and Te Wharepouri Street
    - iii. Mansfield, Roy and the south end of Daniell streets.
  - w. Adding parts of Taurima Street, Moxham Ave, Kupe Street and Hamilton Road as secondary network.
  - x. Clarification in the strategic traffic resolution that no changes will occur to the identified roads without further statutory decision-making processes.
  - y. Agree that developing the strategic network identified in the bike network plan is a higher priority, rather than investing significant resources in further improving facilities in Oriental Bay.
- 5) Adopt the amended Bike Network Plan with the amendments to the strategic bike network resolved in recommendation 4 and the consequential changes and updates set out in Attachment 5.
  - 6) Adopt the amended strategic traffic resolution set out in Attachment 6, incorporating the necessary changes to reflect the amendments resolved in recommendation 4.
  - 7) Agree that the Committee Chair and Deputy Chair authorise changes to the final plan and strategic traffic resolution in line with the intent of any decisions the Committee makes today.
  - 8) Note that the funding provided in the 10-year long-term plan is sufficient to progress about two thirds of the recommended strategic bike network and that no additional funding beyond 10-years has been provided in the 30-year Infrastructure Strategy. This can be considered in the next review of these plans.

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## Whakarāpopoto

### Executive Summary

8. This report brings back recommended amendments to the draft Bike Network Plan that have been developed following public consultation in late 2021.
9. Consultation was undertaken between 1 November and 15 December 2021 alongside coordinated consultations on the draft District Plan and Let's Get Wellington Moving. 1140 submissions were received. The submissions are published alongside the agenda on the Council's website.
10. Generally, people who provided feedback were very supportive of the plan. 87 percent strongly supported or supported the plan, 89 percent believed the long-term impact will be positive or very positive and 90 percent 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.
11. Oral submissions were heard by the Committee on 10 February 2022.
12. Officers have considered all the matters raised in submission and have recommended several amendments be made to finalise the plan.
13. If all recommended changes are adopted, the length of the strategic bike network would increase to 166 km. The network length is substantially more than the 129 km assumed for the LTP. This increase has occurred as the network map has been detailed onto specific streets, and as a result, their length more accurately measured.
14. A transitional approach where possible will be prioritised and the expectation of the programme is that the whole plan will be delivered with either a transitional or permanent solution by 2031.
15. Decisions around funding of the remaining network will need to be made through a later LTP decision.
16. Adoption of an amended plan and the accompanying strategic traffic resolution is recommended.

## Takenga mai

### Background

17. On 20 June 2019, the Council declared a state of climate and ecological emergency. We aim to become a net zero carbon city by 2050, which also requires at least halving carbon emissions by 2030. Road transport emissions (from vehicles including cars, motorbikes, and trucks) represent 34 percent of our city's emissions and are the single biggest source. Making it safe and easy to cycle, walk, and use public transport for everyday trips will be a key part of reducing emissions in Wellington.
18. In August 2020 the Council adopted a new Parking Policy which provides a framework to guide future decision-making on the management of all Council-controlled parking spaces. The policy sets out objectives, high-level principles, a parking space hierarchy (that prioritises the types of parking in different areas), area-based parking management guidance (that prioritises how we manage supply and demand). Policy objectives include facilitating a shift to using active (e.g., walking and cycling) and public transport through parking management and pricing, to move more people driving fewer vehicles; and facilitating the safe and efficient movement of

people and goods by focusing on people moving along transport corridors rather than people parking or storing stationary vehicles. This policy settings signal change is coming to the city's key transport corridors.

19. The final Spatial Plan was adopted by Council on 24 June 2021. It provides a blueprint for more housing to accommodate a growing population in Wellington over the next 30 years. The plan is the blueprint for how the city can accommodate 50,000 – 80,000 more people within a 15-minute walking catchment of the central city and 10-minute walking catchments of our suburban centres and rapid transit stops. A well-connected walking and cycling network will be key to accommodating more people in the city without adding to car congestion or putting pressure on our bus services. The Wellington Regional Transport Committee has adopted the Wellington Regional Land Transport Plan 2021. The plan includes the following 10-year headline targets:
- a. 40 percent reduction in deaths and serious injuries on our roads by 2030
  - b. 35 percent reduction in transport generated carbon emissions by 2030
  - c. 40 percent increase in active travel and public transport mode share by 2030

Development of the city's strategic bike network will significantly contribute towards the achievement of these targets.

20. The Council's Long-term Plan 2021-2031 has provided \$226 million over the next 10-years to accelerate delivery a connected bike network. This is in addition to substantial investments expected by the Let's Get Wellington Moving programme which will provide walking, cycling and bus priority improvements on routes to and through the city centre, and projects addressing mass rapid transport, travel demand management and state highway improvements.

21. The Annual Plan/Long-term Plan Committee on 27 May 2021 made the following decisions:

*10A. Agree to adopt option 4 rather than option 3 for the delivery of future cycling infrastructure, including:*

- (i) Instruct officers to refresh the Cycleways masterplan from 2015 and reprioritise the priority order and cost of delivery of projects.*
  - (ii) Bring forward \$52M capex to years 1-3.*
  - (iii) Instruct officers to report back on options for accelerated delivery.*
  - (iv) Instruct officers to work with Greater Wellington to ensure that the Public Transport Network works with accelerated delivery.*
- The draft Bike Network Plan addresses decisions 10A (i) to (iii). The draft plan is a refresh of the 2015 Cycleways Masterplan. It includes an explanation of a rapid rollout programme, now called the transitional programme; and contains an explanation of the build back better approach. The plan, and a strategic network traffic resolution were approved for consultation by the Committee on 23 September 2021 along with Council requesting that officers "*commence work to install transitional schemes for the routes from the City to Newtown and the City to the Botanic Gardens in partnership with LGWM*".

22. Consultation was undertaken between 1 November and 15 December 2021 alongside coordinated consultations on the draft District Plan and Let's Get Wellington Moving.

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. A copy of the submissions is published alongside the agenda on the Council's website.

23. A summary of submissions is in Attachment 1. Generally, people who provided feedback were very supportive of the plan. 87 percent strongly supported or supported the plan, 89 percent believed the long-term impact will be positive or very positive and 90 percent agreed or strongly agreed that a connected network will get more people riding bikes. Feedback can be grouped into 5 key themes: Just get on with it; safety, installation approach; and considerations and concerns. Concerns were based mainly around how the proposed plan will impact on other modes – pedestrians, public transport and the removal of carparking.
24. Oral submissions were heard by the Committee on 10 February 2022.
25. The Committee held a briefing on this matter on 22 February 2022 where officers presented an overview of submissions and recommended changes to the draft plan, and on progress with the Newtown to city and Botanic Garden ki Paekaka to city transition projects.

## **Kōrerorero**

### **Discussion**

26. Many submitters wanted to amend or add more connections to the strategic bike network. Officers have considered the feedback and are recommending a number of changes be made to the final strategic bike network. Themed comments and responses are included in Attachment 2, with consequential changes to the strategic traffic resolution in Attachment 6.
27. A number of submitters had concerns about car parking loss and in particular the effects this would have on the City's businesses and local centres.
28. The purpose of the plan is to connect these centres so that they are easier to access for all, no matter which mode of transport is chosen and ensure that as the city grows it continues to flow.
29. Our main arterial routes are being prioritised for multi-modal movements to connect the suburbs to the central city. In many places along these routes, this will require the removal of on road and street parking spaces. This will be done in accordance with our Parking Policy.
30. The parking policy prioritises short stay parking, loading zones and other parking which is important for business operation. These will remain where possible and where it is not, alternative locations or arrangements will be found where possible.
31. We will be engaging with businesses to understand their operational needs as key stakeholders during the development of each individual project.
32. Our identified stakeholders during the design stages include emergency services, bus services, taxi services, businesses along the route, Greater Wellington Regional Council, Waka Kotahi, mana whenua, disability services, and resident groups.
33. Positive effects of the decision to adopt the plan include:

- 
- a. Providing certainty about this Council's commitment to establishing a strategic bike network as part of the city's response to the climate and ecological emergency
  - b. Clearly identifying the streets included in the network
  - c. Enabling meaningful progress to be made in delivering improvements in line with the direction set in the Long-term Plan 2021-2031 and other strategic documents.
  - d. Connecting the Central City, suburban centres and schools enables safe transport options for people of all ages and abilities.
34. Negative effects of the decision to adopt the plan include concerns and anxiety for potentially affected neighbours and businesses through loss of on street parking to provide room for the cycleway. Plans for street changes will also be developed alongside the transitional programme as design details are tested and changes made where required. Concern is likely over the actual final scope and timing of more permanent works. These matters will be addressed over time and route by route as each design circumstances present themselves through the delivery programme.
35. Concurrently with the final adoption of the Bike Network Plan, officers are recommending that a high-level strategic traffic resolution also be adopted. This is primarily to provide an explicit and consistent decision under the Land Transport Act 1998 by the Council as the Road Controlling Authority adopting the Bike network Plan.
36. This high-level network wide traffic resolution will not result in immediate changes to streets, but it will signal to both neighbouring property owners, businesses, and residents of those streets that it will be part of the city's future bike network. Subsequent statutory processes (including either a temporary traffic management plans, or future traffic resolutions) will be needed to effect any changes at street level, and these processes will follow their own engagement and decision-making processes.
37. In short, the high-level traffic resolution does not alter the use of streets, it provides clarity on the Council's future intent, and explicitly that the decision has been made by the Road Controlling Authority for the roads concerned to also be used for cycleways in the future. This is appropriate in these circumstances given the significance of the proposed network plan.
38. During consultation some members of the public raised concerns about the strategic traffic resolution enabling changes to street layout without a further decision-making process. Recommendation 4.x. above address this with clarifying text added to the amended traffic resolution (Attachment 6) explaining that no changes would occur to roads without a further statutory process.
39. Once the strategic TR is in place it will also be notified on LIMs. This is to ensure transparency for property owners that the strategic network identified in the plan will be prioritised on these streets over on-street parking.

## **Kōwhiringa**

### **Options**

40. The Committee can adopt the recommend plan, amend it as it see fit, or leave the recommended plan on the table.



41. Officers recommend that the Committee adopt the recommended plan, so that delivery of the strategic bike network can proceed at the fastest possible pace.

## **Whai whakaaro ki ngā whakataunga**

### **Considerations for decision-making**

#### **Alignment with Council's strategies and policies**

42. The development of the strategic bike network is important to the city as it is a major step in our response to the climate and ecological emergency. It is consistent with the direction set in the Parking Policy, the Spatial Plan, and decisions to date on Let's Get Wellington Moving.

#### **Engagement and Consultation**

43. The decision is rated high significance in accordance with schedule 1 of the Council's Significance and Engagement Policy. Consultation was undertaken in late 2021 as set out throughout this report.
44. It has high levels of community interest with divergent views in the community. The establishment of the network will potentially have both positive and negative impacts on large portions of the community. Overall, we expect the network to support growth and provide positive changes that will encourage mode shift and enable people to get around by more healthier means and help them reduce their carbon footprints.

#### **Implications for Māori**

45. Officers' have had initial meetings and workshops with partners from Taranaki Whānui and Ngati Toa through the Let's Get Wellington Moving iwi partnership working group. On their recommendation, we are working to integrate their guiding narrative Tupua-horo-nuku, Tupu-horo-rangi and mana whenua development values. The narrative and development values will be considered as we work through each project and they include:
- **Tongi** - A sense of place
  - **Wai-ora** - Respect the role of water
  - **Pūngao-Ora** - Energy
  - **Hau-Ora** – Optimising health & wellbeing
  - **Whakamahitanga** - Use of materials
  - **Manaakitanga** – Support a just and equitable society
  - **Whakāhuatanga** - Celebrate beauty in design
  - **Aroturuki** - Monitoring
46. The transitional programme team continues to work with the partnership group to identify opportunities in the Botanic Garden ki Paekākā to city and Newtown to city projects, bringing to life the narrative and values through storytelling, placemaking and place names.

#### **Financial implications**

47. The long-term plan 2021-2031 has provided \$226 million CAPEX over 10-years for the development of the strategic bike network.

- 
48. The rough order cost of the programme used for the long-term plan budget assumed:
- a centreline network length to be delivered by the Council of 76 km
  - an average cost per centreline km of \$1.6 million, plus complexity allowances
  - an additional cost of \$360,000 for each complex intersection improvement.
49. Officers have reviewed the total programme estimate to allow for increased length in the proposed plan and the changes recommended following the consultation. The revised rough order programme cost is based on the following key assumptions:
- a. a centreline network length to be delivered by the Council of 111 km.
  - b. an average cost per centreline km of \$1.6 million, plus complexity allowances.
  - c. an additional cost of \$480,000 for each complex intersection improvement.
50. The current full programme rough order cost estimate is \$334 million. The Council will need to consider the amount of funding provided through subsequent long-term plans to enable the completion of the full connected network to be realised.
51. There is sufficient CAPEX budgeted in the current LTP to enable approximately two thirds of the strategic bike network to be delivered by 2031, acknowledging that this is based on high level rough order costs prior to design work.

### **Legal considerations**

52. Adopting the network plan is a decision of high significance under the Council's significance and engagement policy. It has therefore been consulted on. The related high-level traffic resolution is approval by the Council in its capacity as a Road Controlling Authority. Subsequent statutory decisions will be required to implement rule changes for discrete sections of road, in light of the higher-level network plan decision.

### **Risks and mitigations**

53. Delivery risks are inherent with a complex programme of this nature. Street space reallocation projects that prioritise walking, cycling and public transport are difficult so there is uncertainty in the actual project scope, cost, and timeframes for delivery. These matters are clarified as projects progress through scoping, detailed design, and construction phases.
54. There is a significant cost risk with this programme. Major factors contribution to the cost uncertainty include:
- a. scheme scope and detailed designs being developed over the lifetime of the programme
  - b. supply chain disruptions
  - c. shortages in professional services and construction sectors.

- 
55. The cost risk is managed through the project development and programme management processes. Affordability is considered through each annual plan and long-term plan process.

### **Disability and accessibility impact**

56. The changes advocated by the bike network plan are multimodal and targeted at improving walking, cycling and public transport. Improving universal accessibility will be addressed at the project level.

### **Climate Change impact and considerations**

57. On 20 June 2019, the Council declared a state of climate and ecological emergency. We aim to become a net zero carbon city by 2050, which also requires at least halving carbon emissions by 2030. Road transport emissions (from vehicles including from cars, motorbikes, and trucks) represent 34 percent of our city's emissions and are the single biggest source. Electric vehicles cannot solve this problem on their own, given their relative expense and constrained supply. Making it safe and easy to cycle, walk, and use public transport for everyday trips will be a key part of cutting road transport emissions in Wellington.

### **Communications Plan**

58. The decisions made by the Committee today will be shared with the public through a news release and Council's communications channels, including the website, and social media. We will also provide an update to submitters.

### **Health and Safety Impact considered**

59. The development of a connected citywide bike network is designed and expected to have a very positive impact on the health (mental and physical), safety and well-being of Wellingtonians now and in the future.
60. Experience in New Zealand and around the world has often demonstrated that proposals which seek to significantly change the status quo are often met with heated feedback. Officers are mindful of this and will take all practicable steps to ensure everyone can safely and respectfully engage in the sometimes challenging conversations that are part of significant and important changes like this.

### **Ngā mahinga e whai ake nei**

#### **Next actions**

61. The City Design business unit will progress delivery of the transitional and street transformation programmes. Officers are currently planning implementation of the first two transitional projects: City to Newtown and City to Botanic Garden. These are expected to start implementation by the middle of this year. Detailed design work is also underway for projects in Evans Bay, Island Bay and Brooklyn Hill.
62. Officers are working with Waka Kotahi to meet funding requirements so that the programme can be supported through the National Land Transport Programme. The normal funding support for approved projects is 51 percent of project costs.

- 
63. Once the Committee adopts the final plan, officers will incorporate the strategic bike network into related plans like the District Plan and One Network Framework. This will also enable the strategic bike network to be identified in Land Information Memoranda (LIMs).
  64. The Transport and Infrastructure business unit will incorporate improvements into their renewal programmes using the build back better initiative.
  65. Officers are working with the Let Get Wellington Moving projects to ensure projects for provide bike friendly outcomes and delivering transitional bike and bus projects on key LGWM routes to accelerate delivery.

### **Attachments**

- Attachment 1. Consultation feedback summary
- Attachment 2. Responses to feedback themes
- Attachment 3. Map of the recommended strategic bike network
- Attachment 4. Map of stages for the recommended strategic bike network
- Attachment 5. Table of recommended changes to the draft plan
- Attachment 6. Recommended strategic traffic resolution



# 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

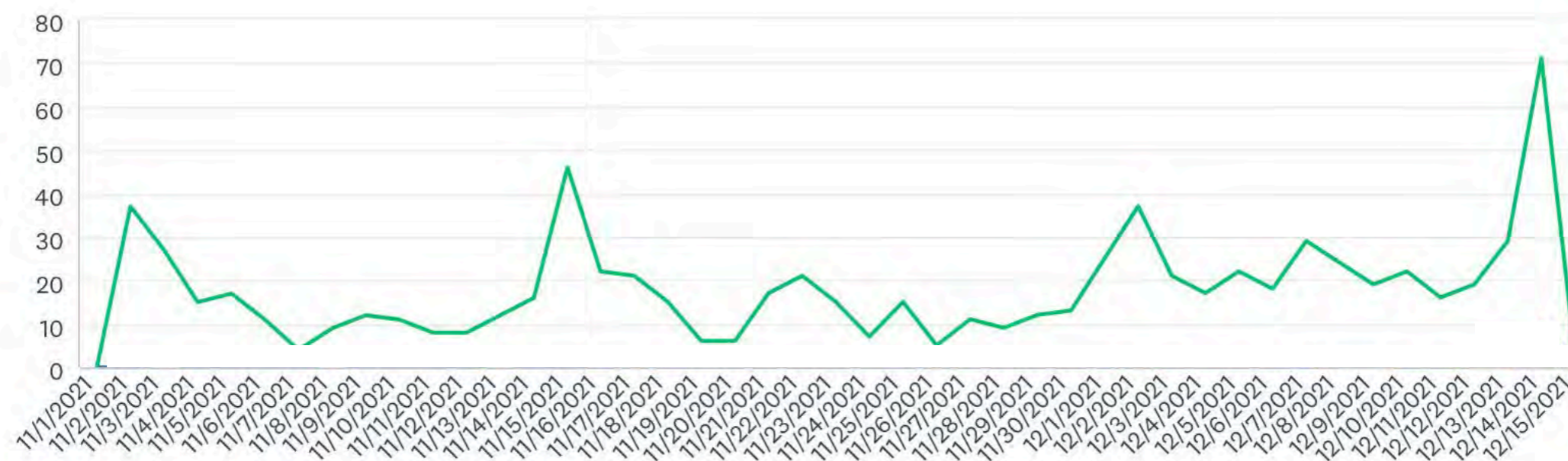
**823** submissions via WCC website

**288** submissions via City for People

**29** email and paper submissions

**40** submissions came from organisations

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

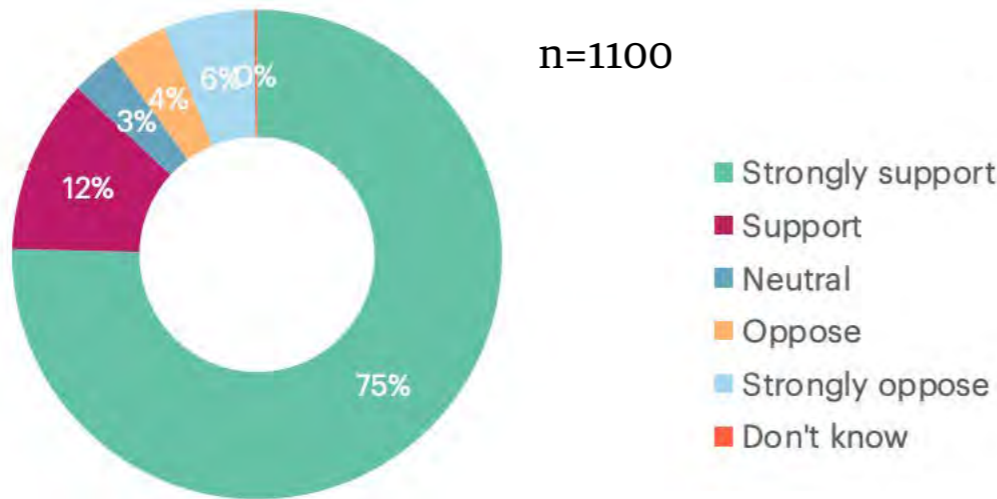




**What people thought**

# How people felt about the proposed bike network plan

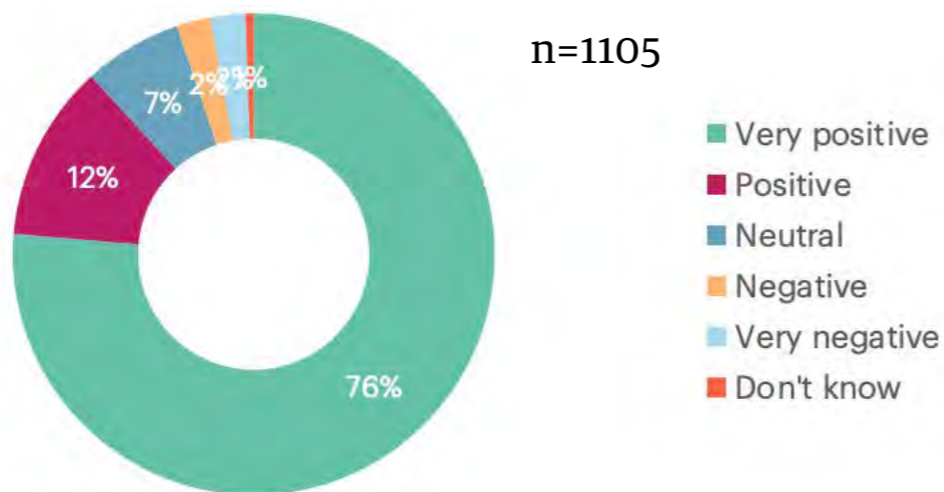
Overall, do you support the proposed bike network plan?



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

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

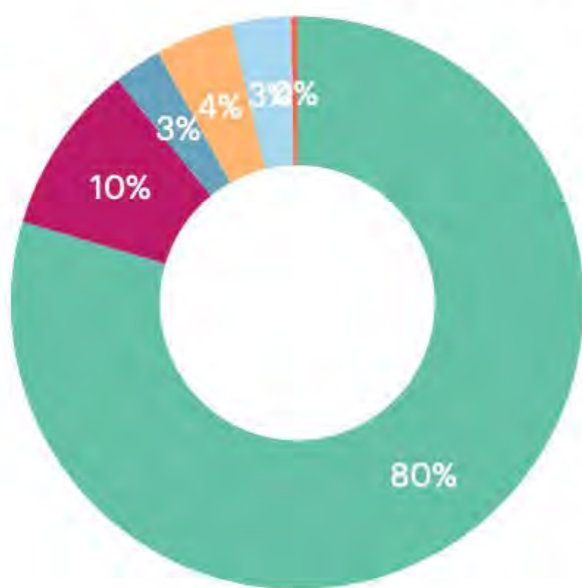
Wellington City Council's goal is to reduce emissions from road transport and move more people with fewer vehicles as part of taking action against climate change. Thinking about this goal, do you think the long-term impact of a bike network would be:



**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?



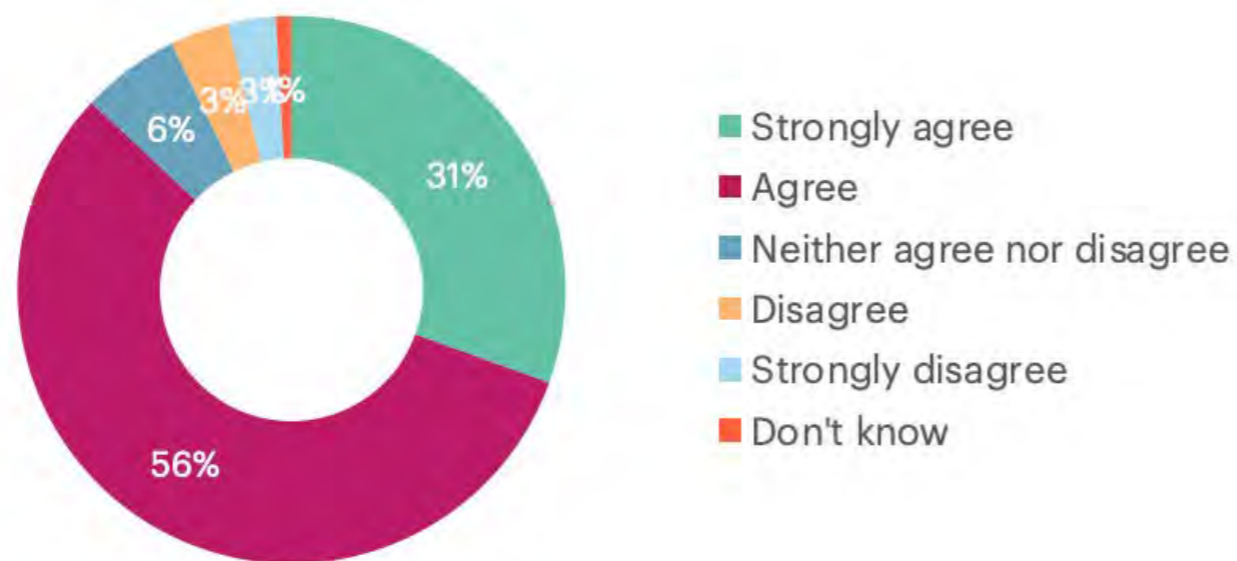
- Strongly agree
- Agree
- Neither agree nor disagree
- Disagree
- Strongly disagree
- Don't know

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?

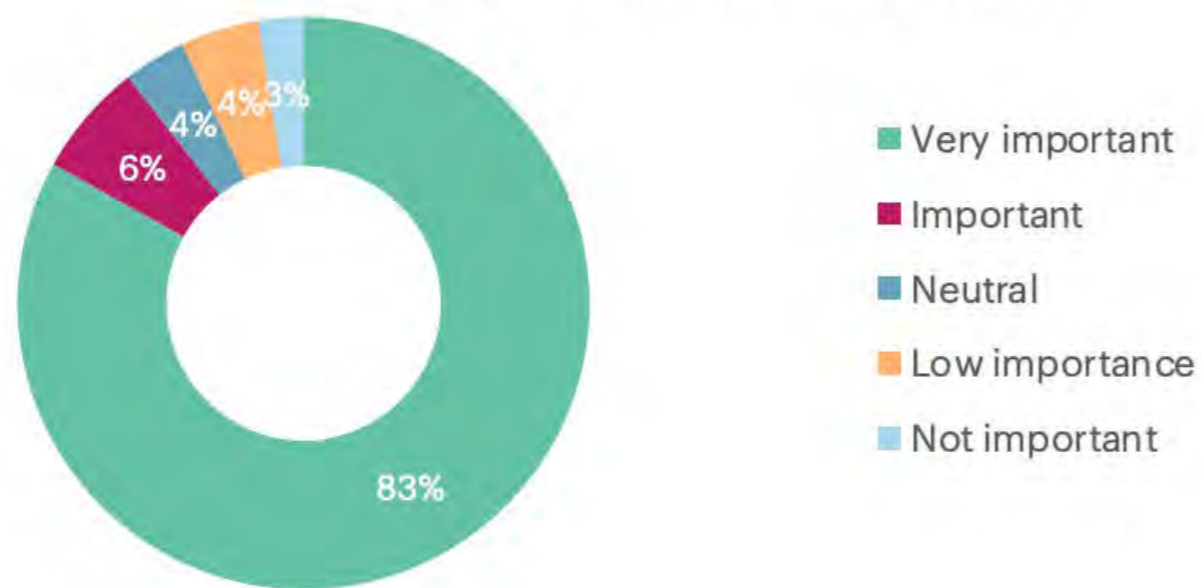


n=1098

**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?

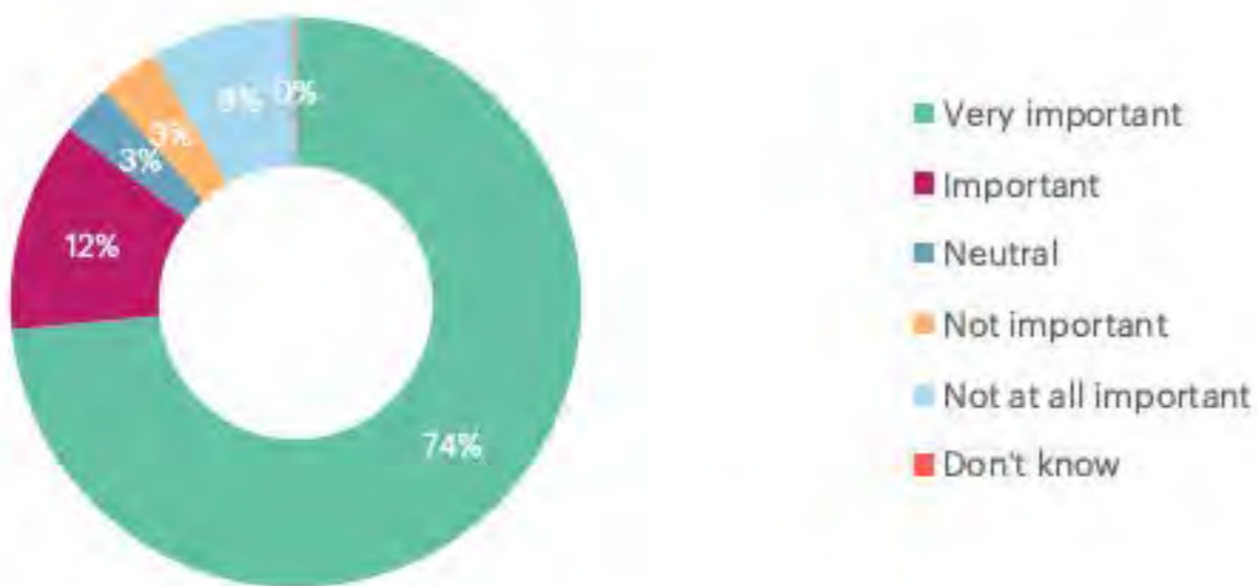


n=1105

**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?



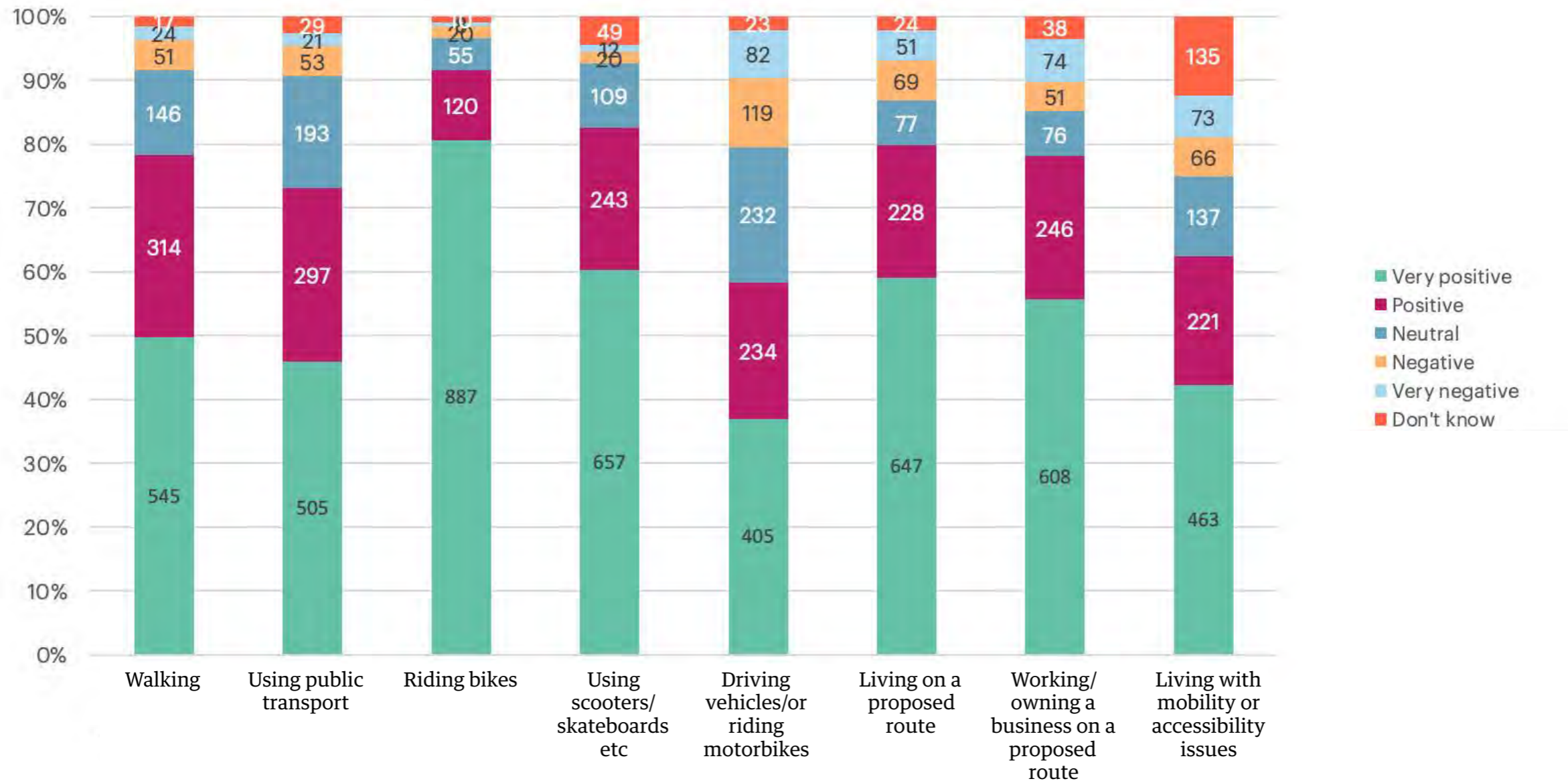
n=1097

**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.

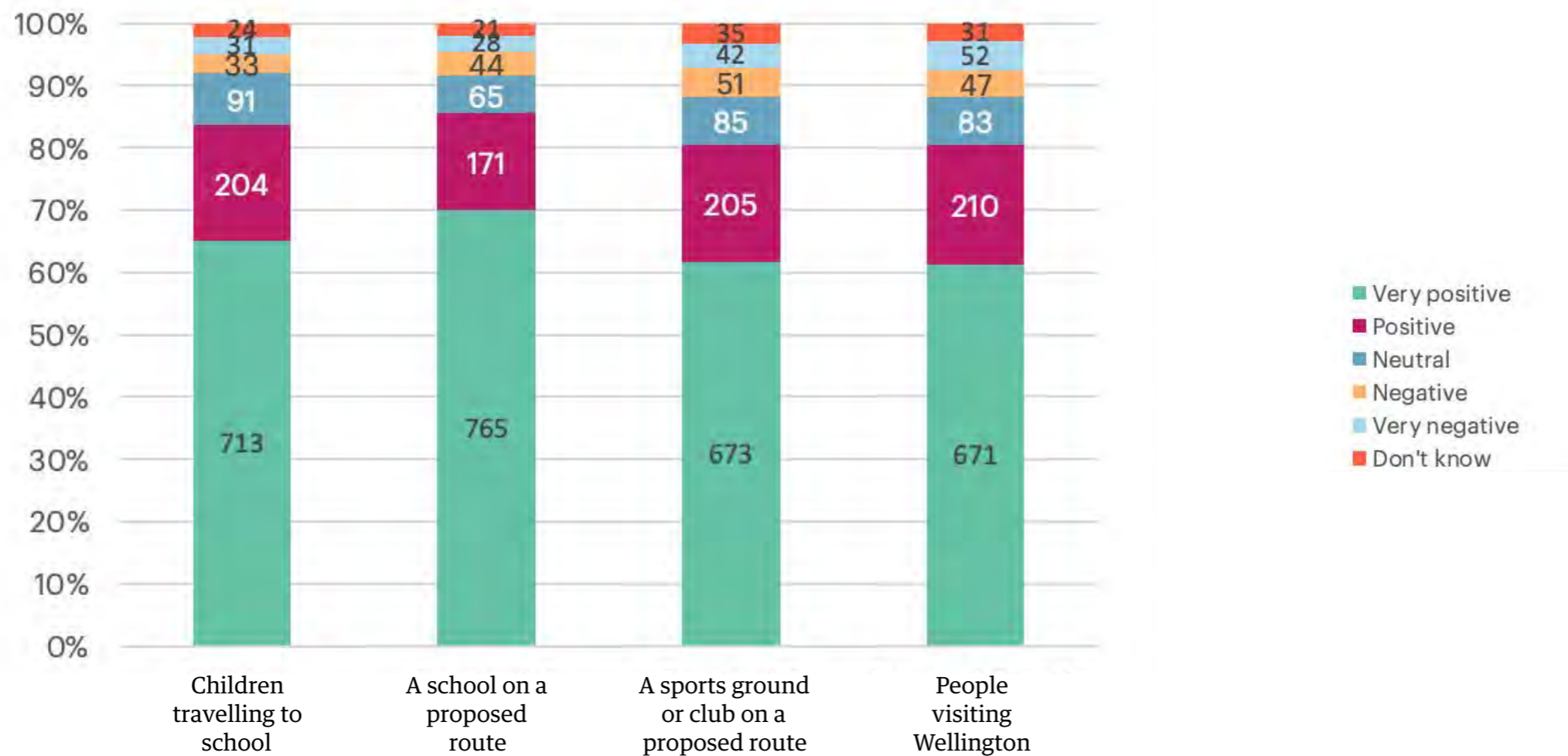
# Impacts

## 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:*

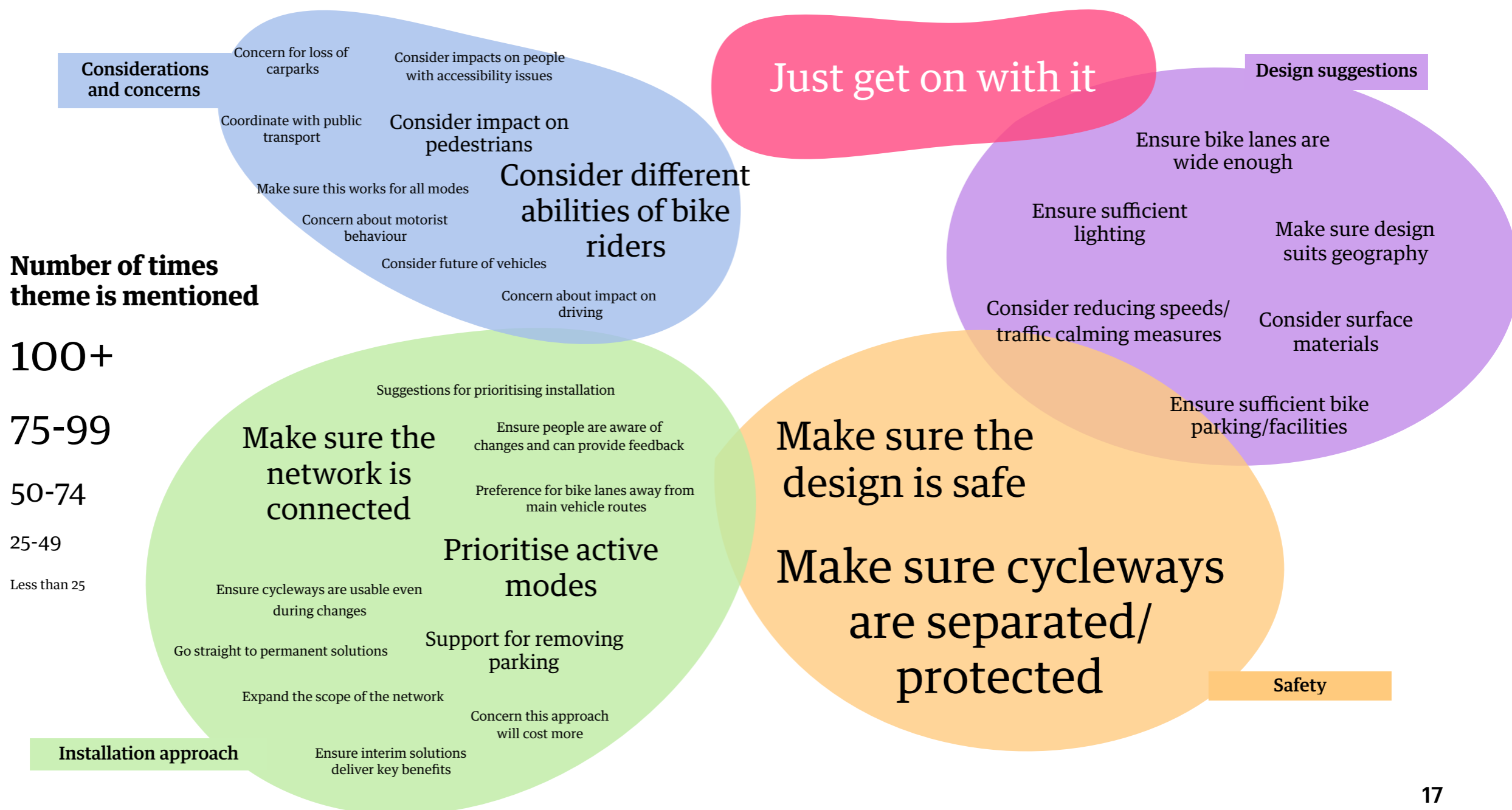
The Council should also create low-traffic neighbourhoods within suburbs, in addition to the proposed routes between suburbs which primarily benefit commuters. By implementing low traffic neighbourhoods, we can enable safe and comfortable trips within suburbs, through traffic calming, speed reduction,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



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

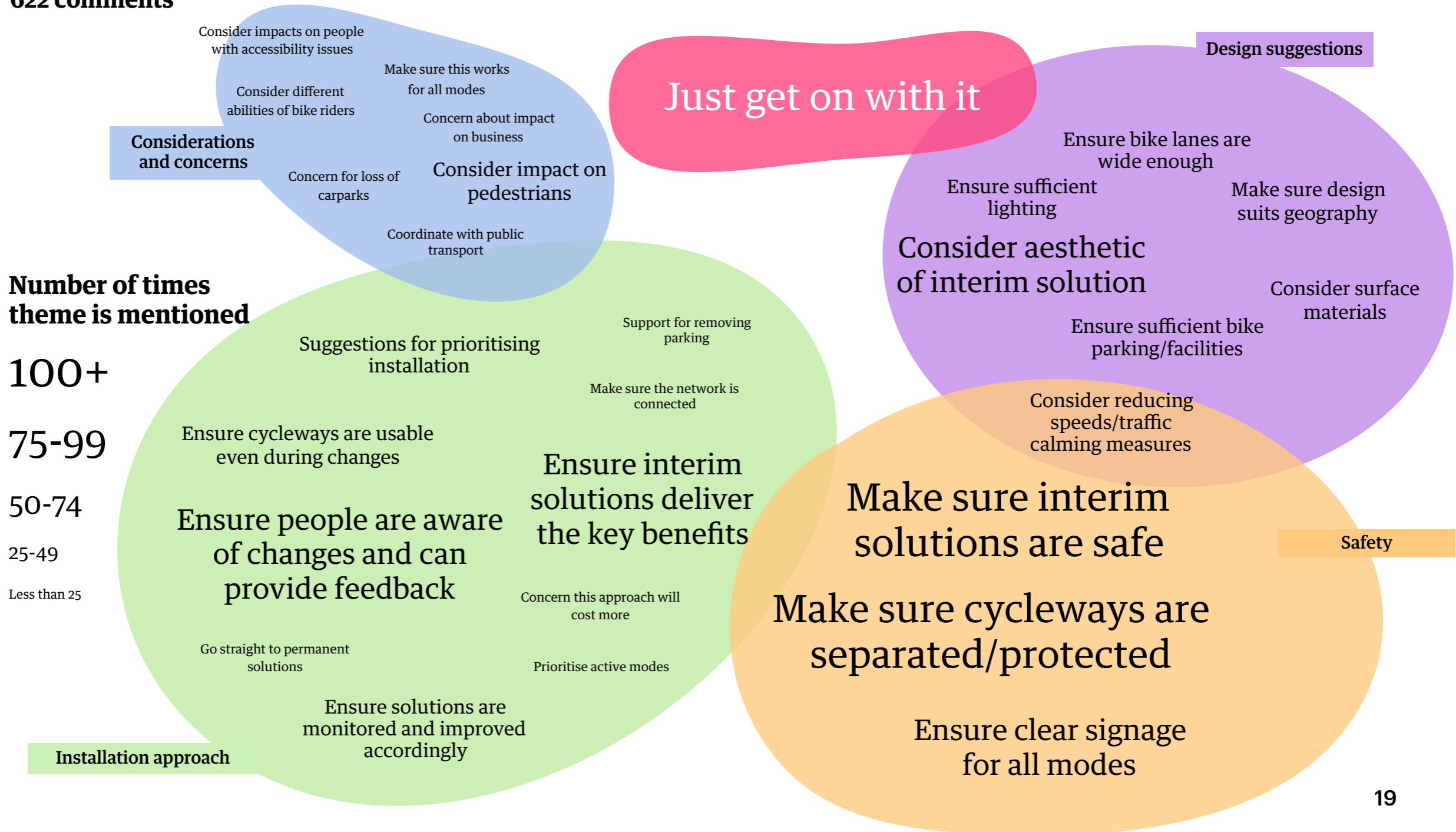


*In addition to the 622 individual comments, 288 people responded using the City for People submission form:*

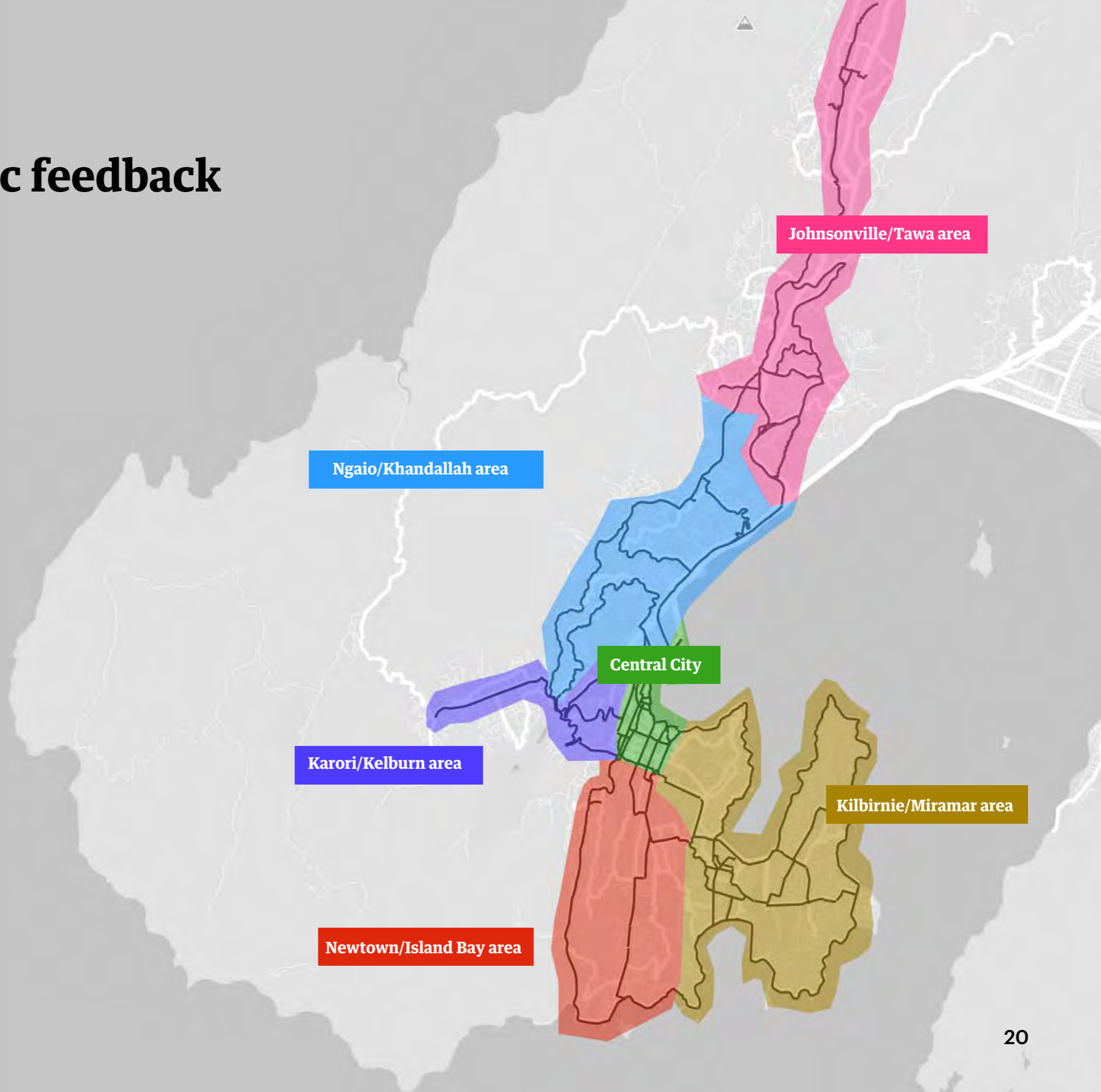
**The Council should consider accessibility, safety, and consistency with Te Atakura, the Urban Growth Plan, and the Parking Policy when installing interim solutions.**

# What should we consider when putting in interim solutions?

622 comments



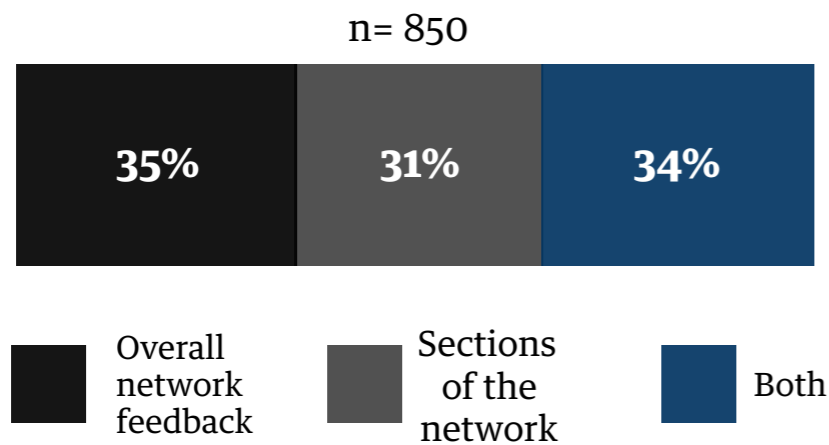
# Area-specific feedback



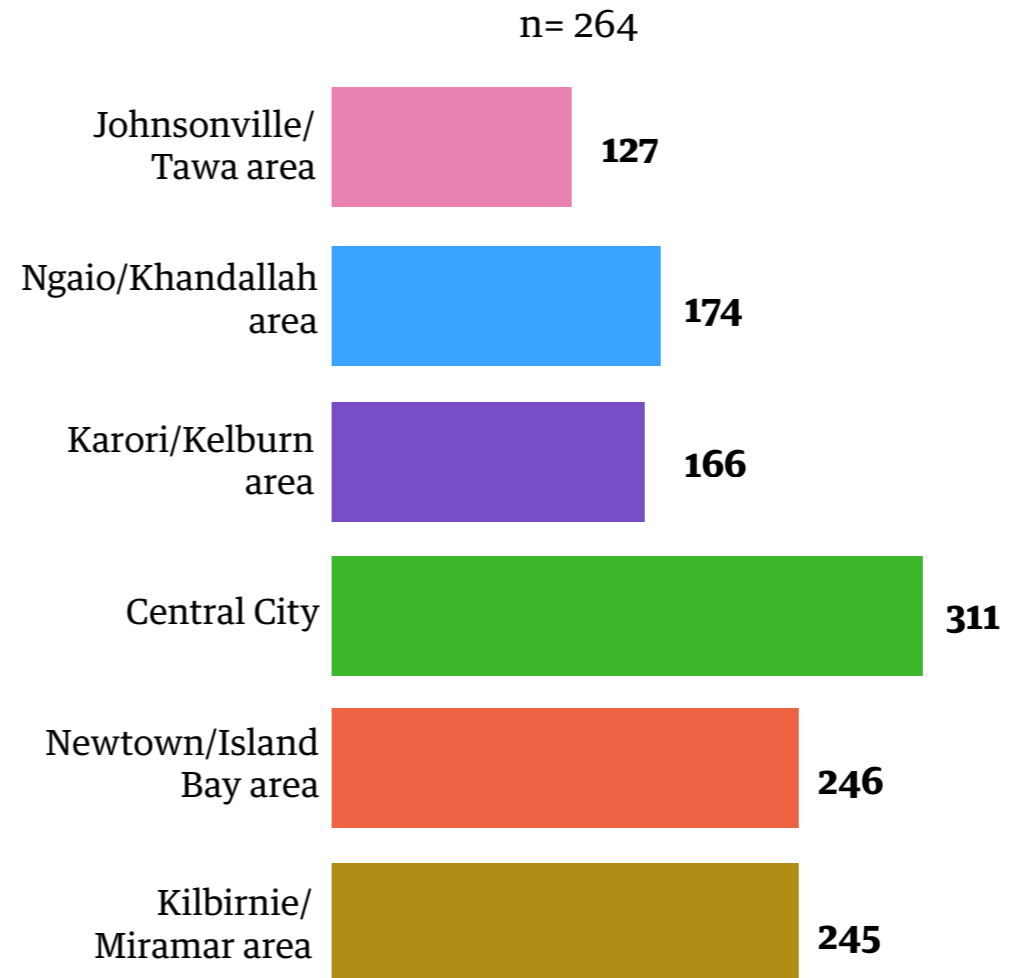


# Area-specific feedback

What would you like to provide feedback on?



What areas would you like to provide feedback on?

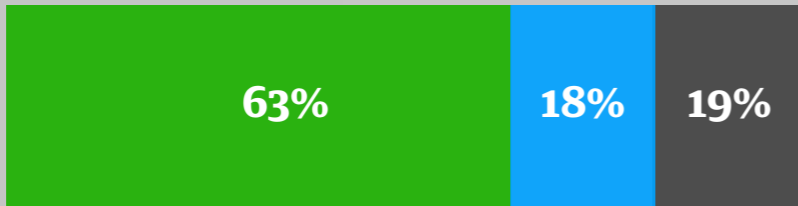


# Area-specific feedback

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

**Johnsonville/  
Tawa area**

n = 127



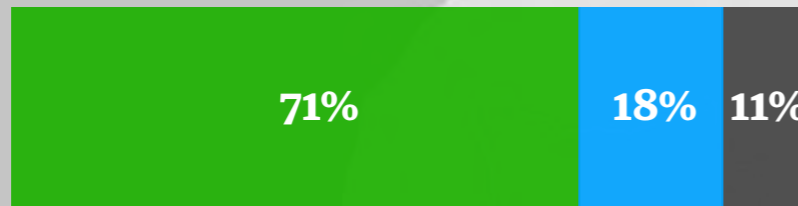
**Ngaio/Khandallah area**

n = 174



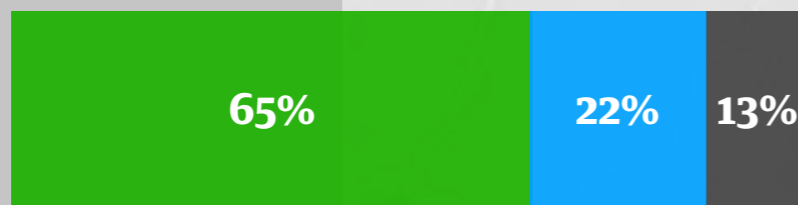
**Karori/  
Kelburn area**

n = 166



**Central  
City**

n = 311



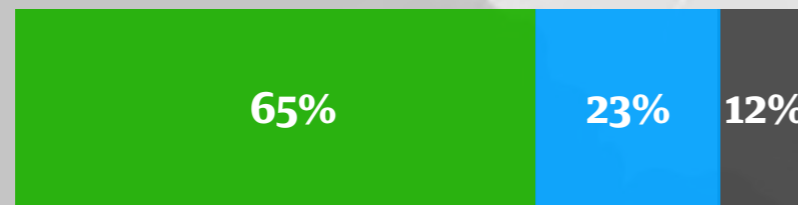
**Newtown/Island  
Bay area**

n = 246

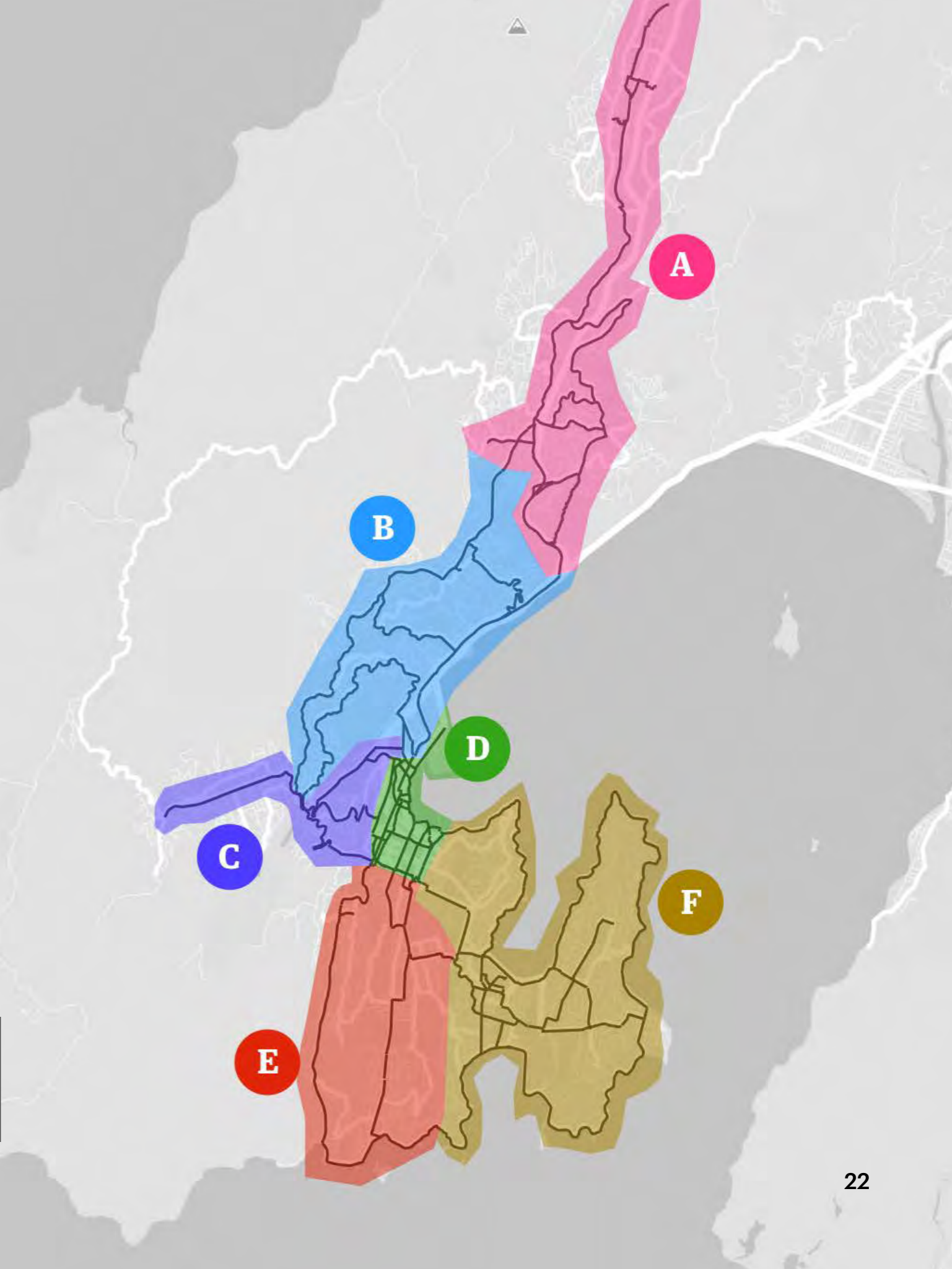


**Kilbirnie/  
Miramar area**

n = 245

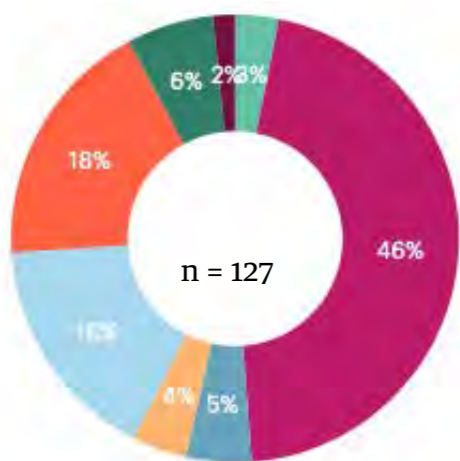


■ Yes   
 ■ No - I have suggestions   
 ■ Not sure

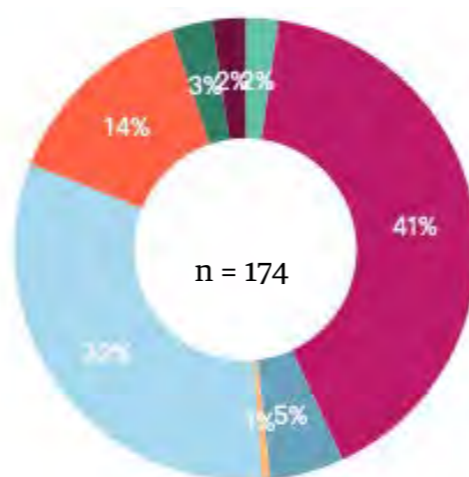


# Relationship to the areas

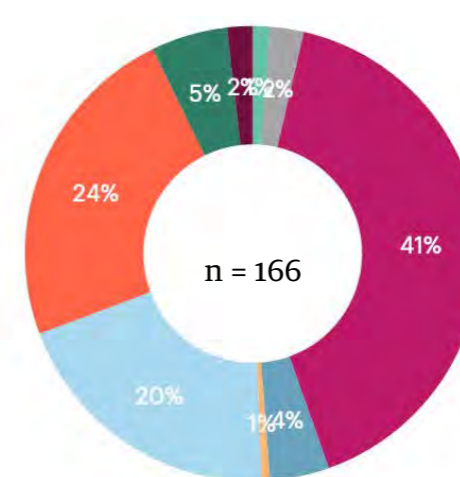
Johnsonville/Tawa area



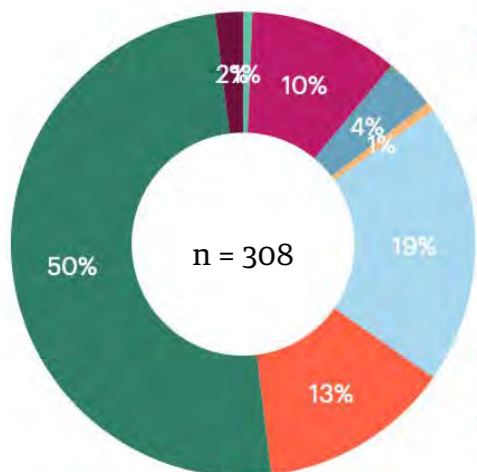
Ngaio/Khandallah area



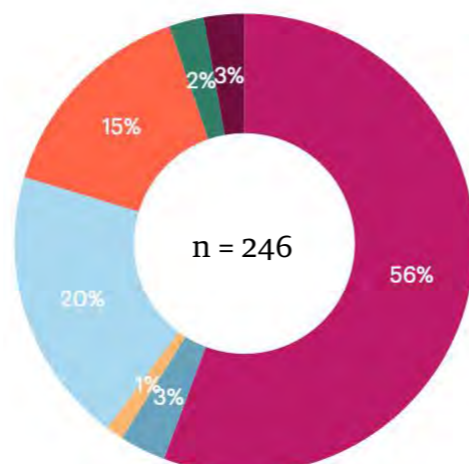
Karori/Kelburn area



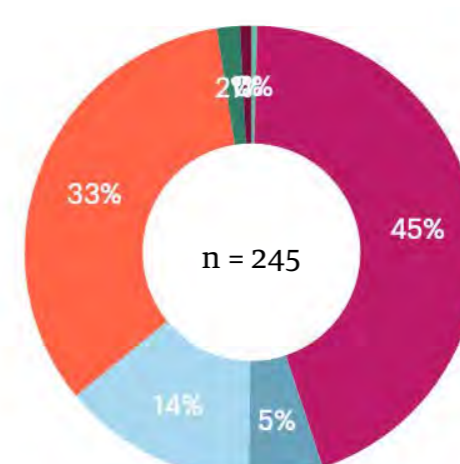
Central City



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

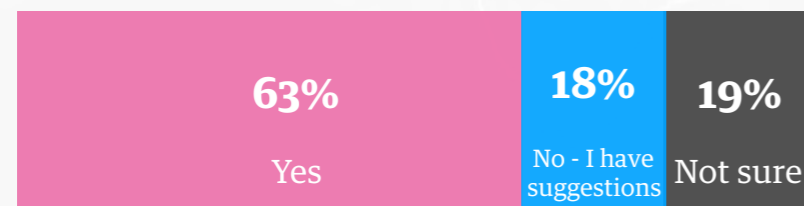
# How do you usually get around this area? (Tick all that apply)



# 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+

<10

### 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

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

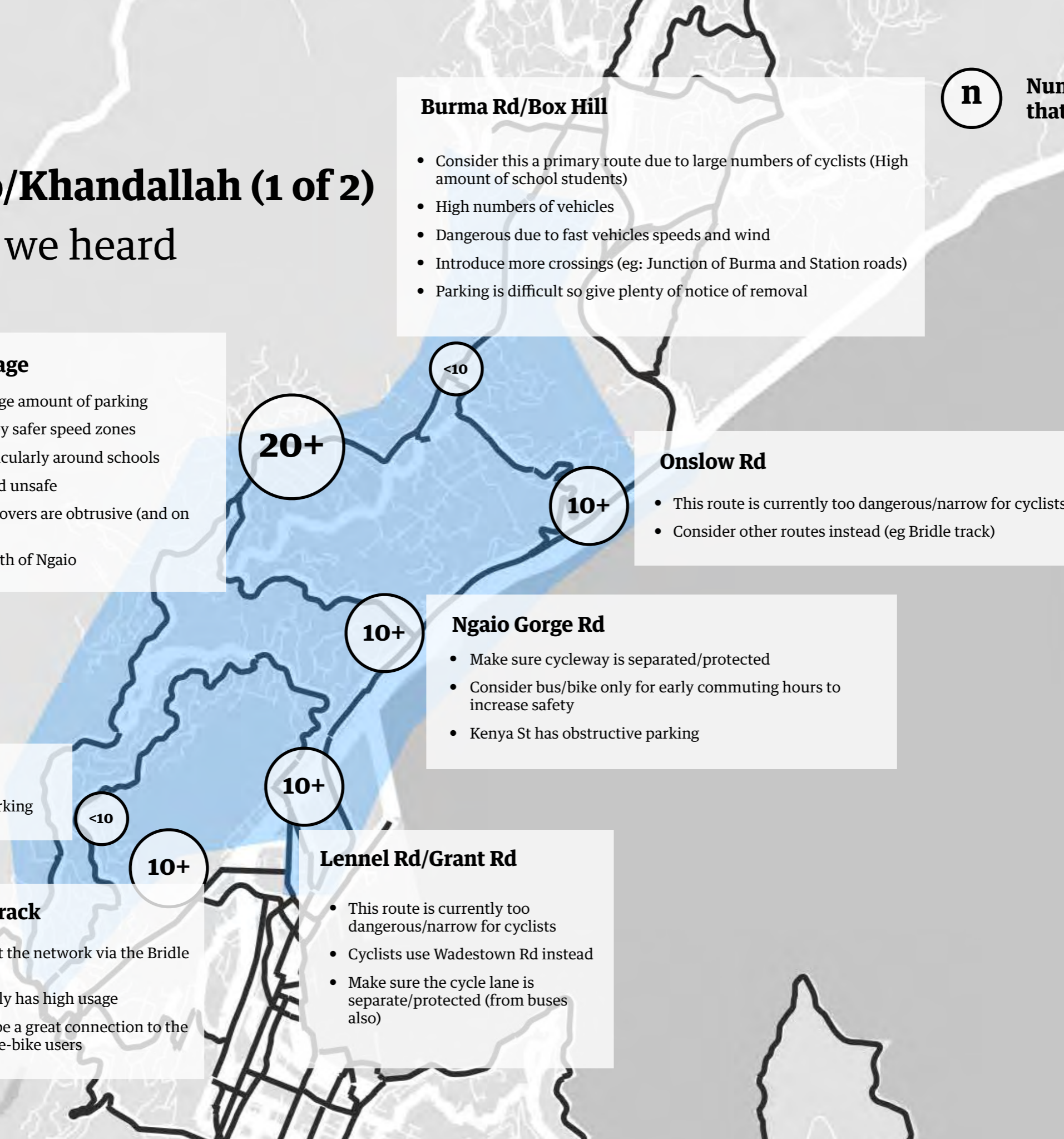
- Important to reduce parking

### 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)

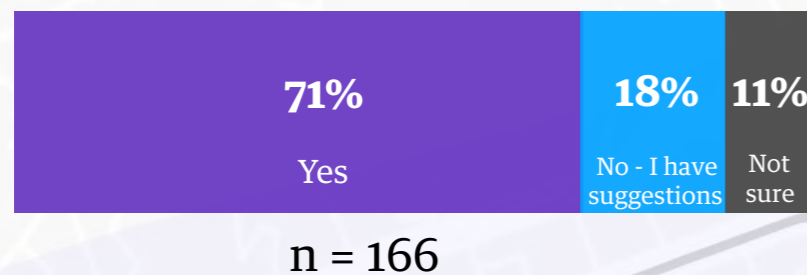
### Thorndon/Tinakori Rd

- 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

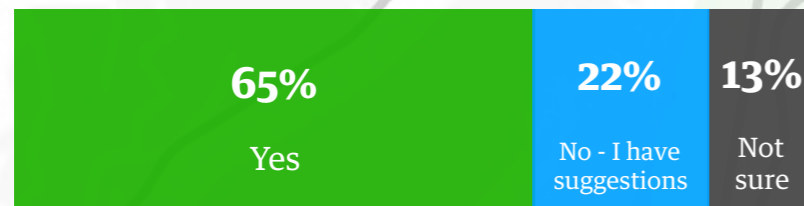
### Other locations

- 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+

20+

10+

# 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

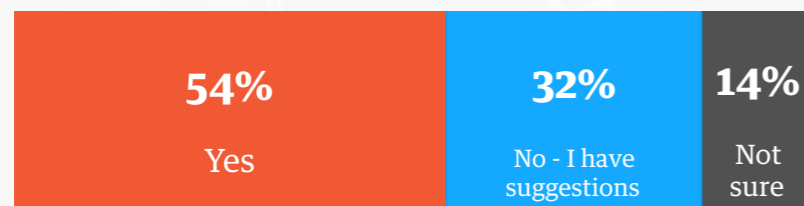
- Include Cuba St (make contra flow)
- Include city to sea bridge
- Include Waitangi Park
- Include Ghuznee St
- Better cater to Mt Cook/Massey
- Connect Aotea Quay to KiwiRail/Ferry Terminal
- Include Kelvin Grove to Opera House Lane
- Include Wakefield St
- Include contraflow lane on Mercer St
- Include 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

### 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

<10

70+

### 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

### Wakefield Park

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

<10

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)

<10

### 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

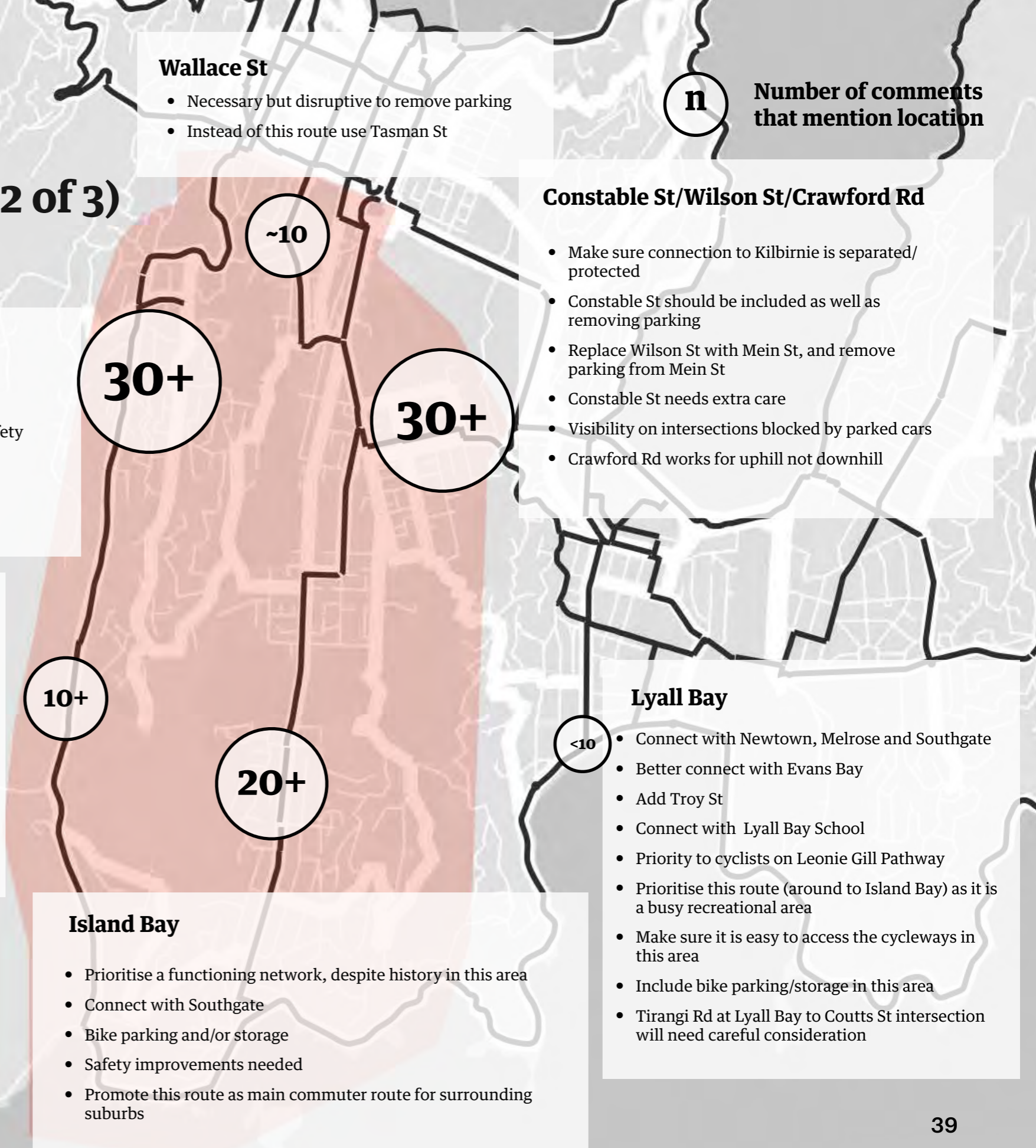
Number of comments that mention location

### 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)

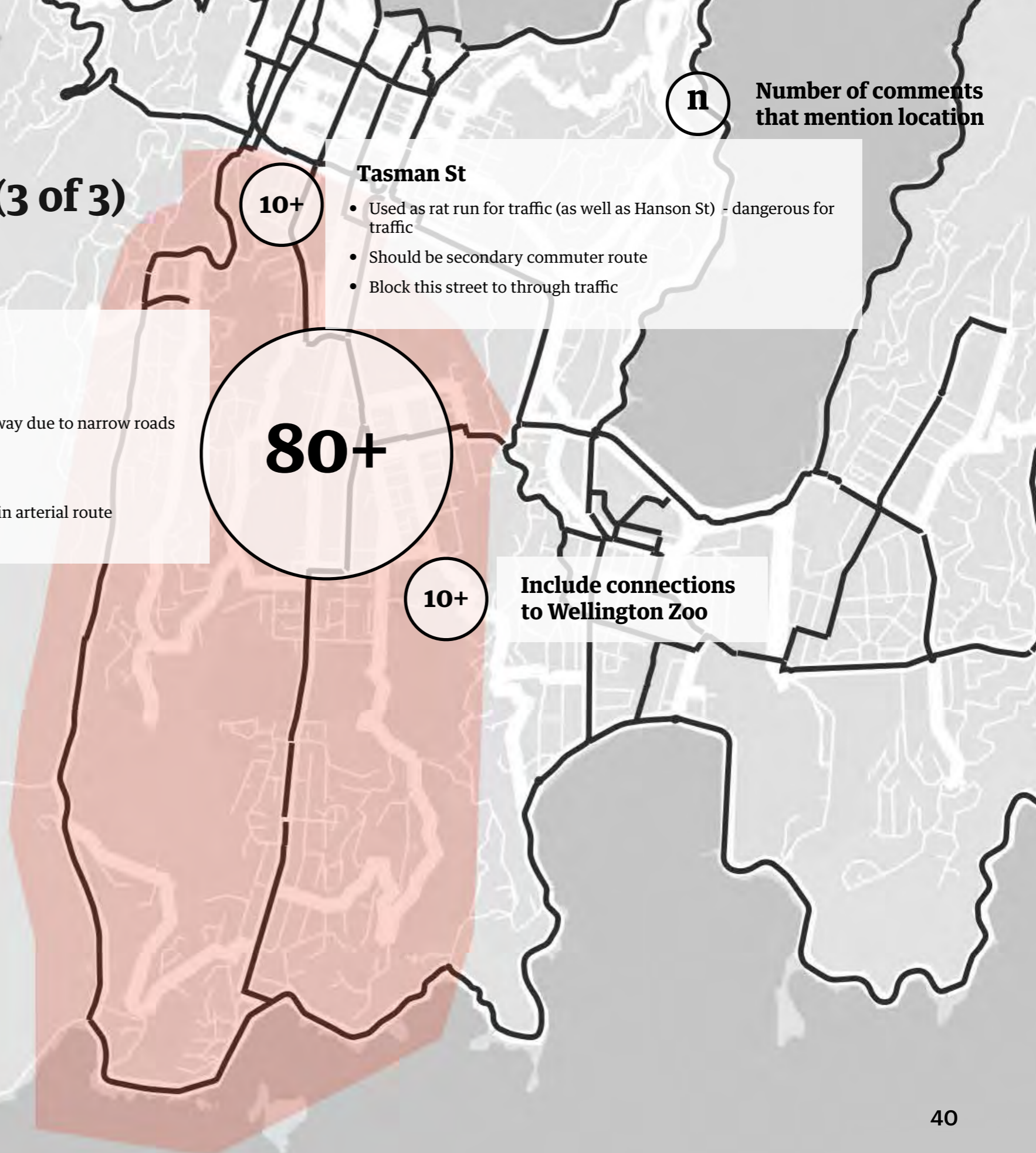
## What we heard

### 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 Wharepouri 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



**n** Number of comments that mention location

**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**

## 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.

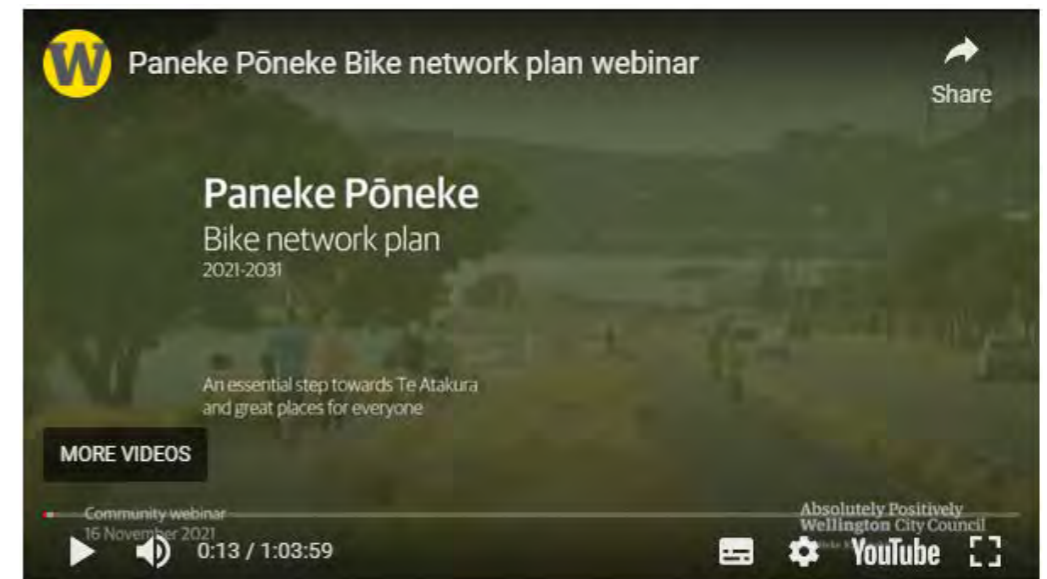


## Webinars

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.

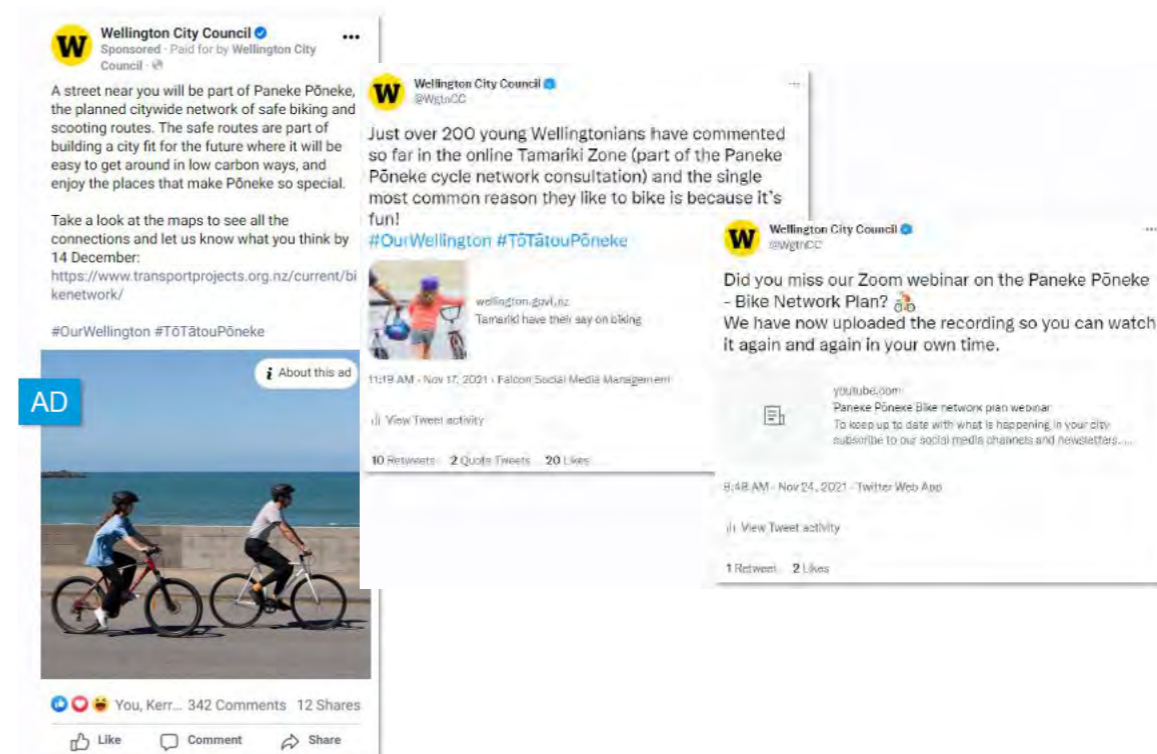


## Promotion and advertising

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](#)

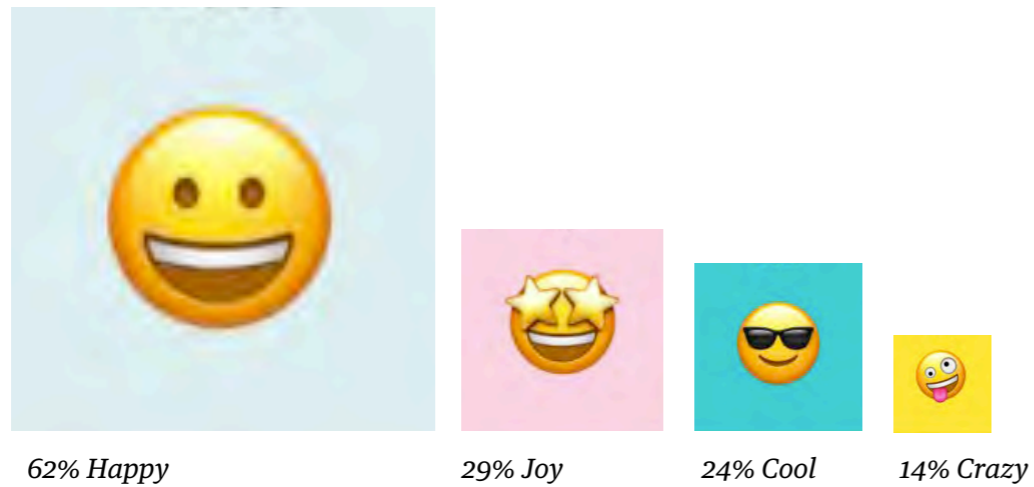
**312**  
Responses



# 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.”

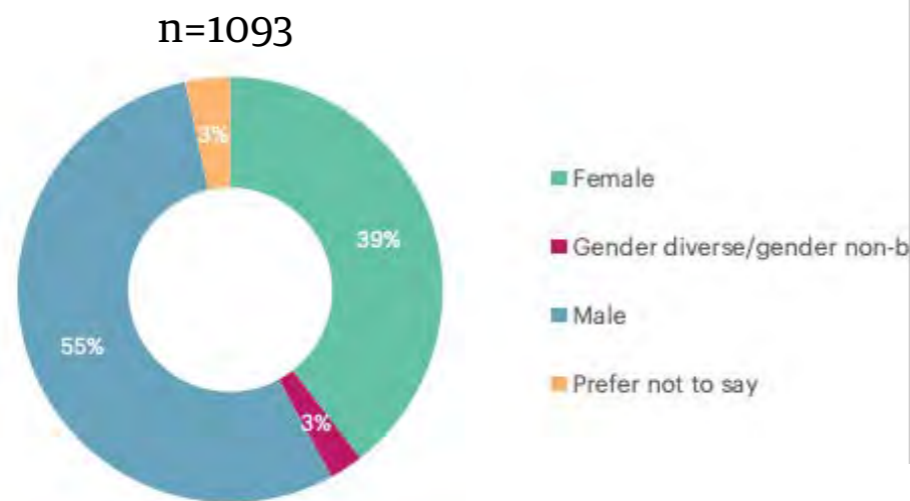
“Because you get wind in your face and its fun.”

“It is good exercise and it is very peaceful”

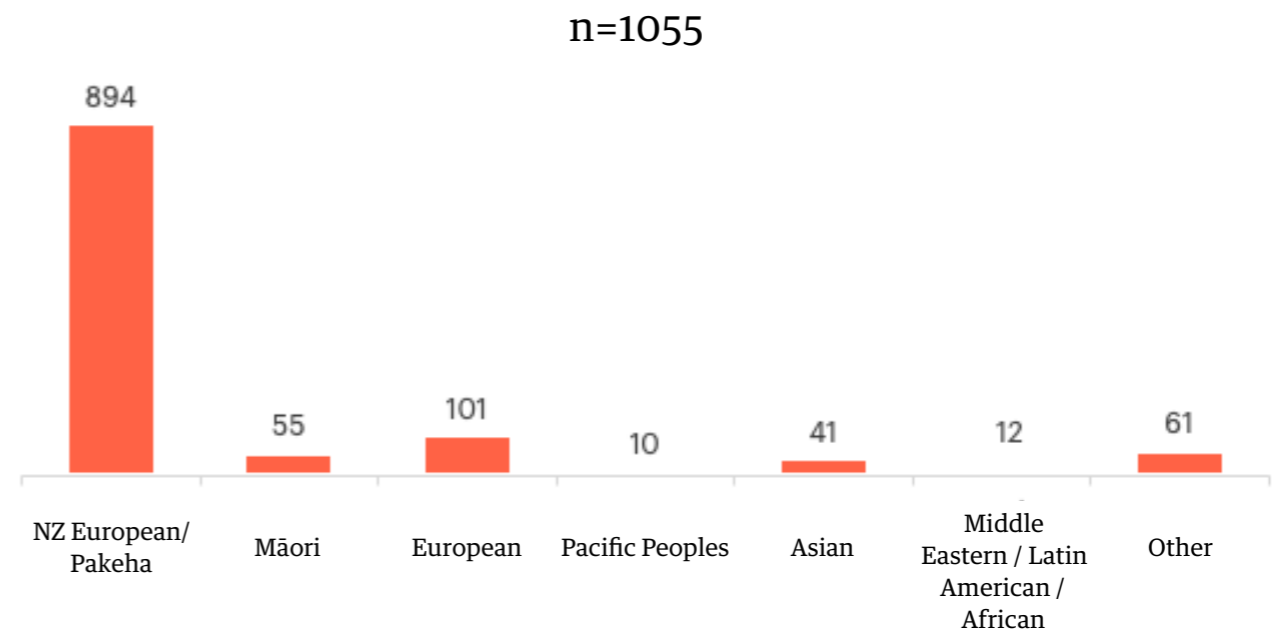
## **Who we heard from**

# Demographics

Please choose the gender that best identifies you:



Please choose the ethnicity group/s you identify with:



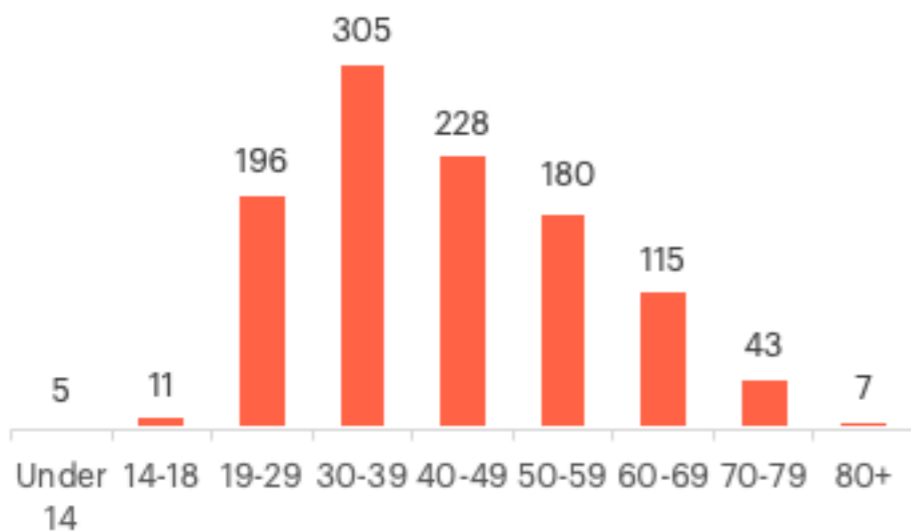
Note: The Tamariki Zone is not represented in the demographics



# Demographics

Which age group do you belong to:

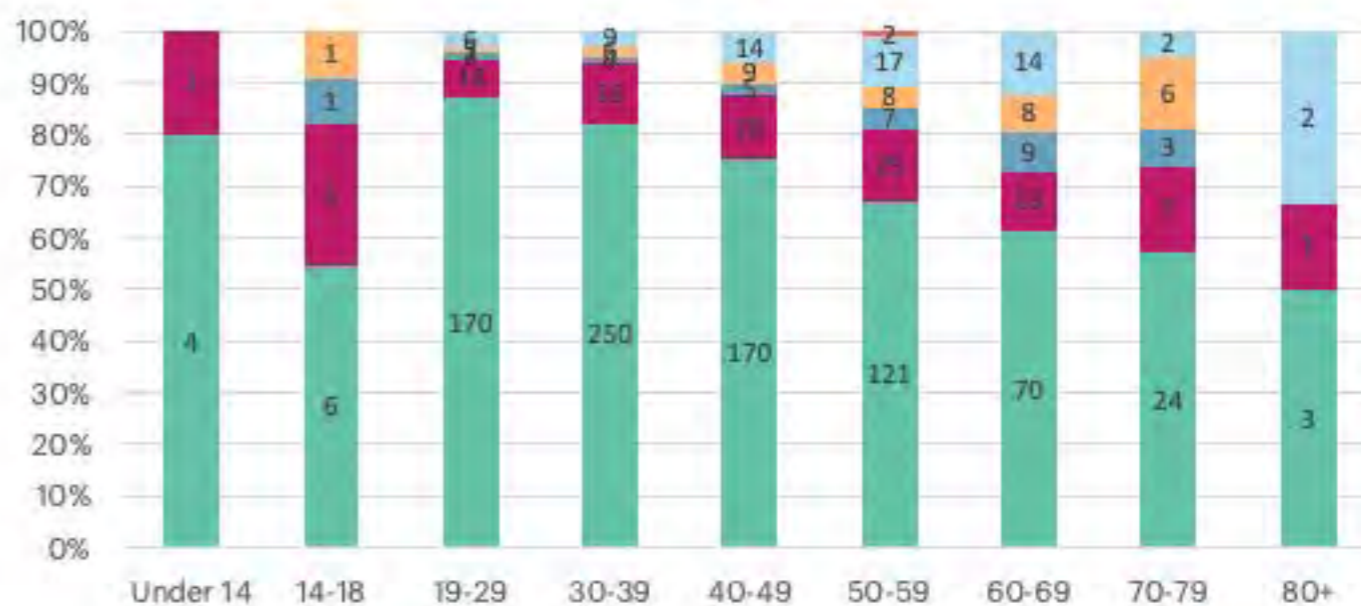
n=1090



Note: The Tamariki Zone is not represented in the demographics

Overall, do you support the proposed bike network plan?

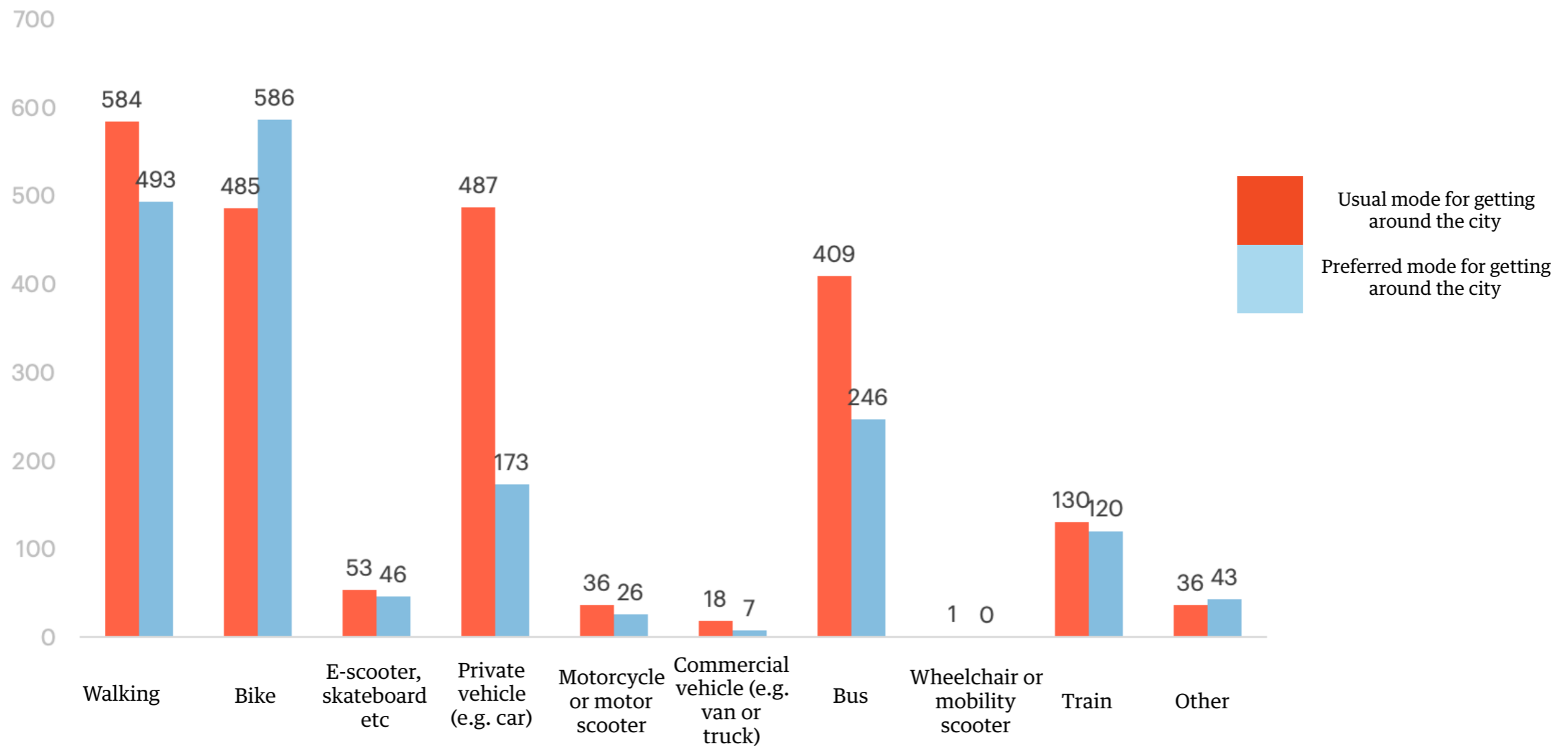
n=1083



- 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?

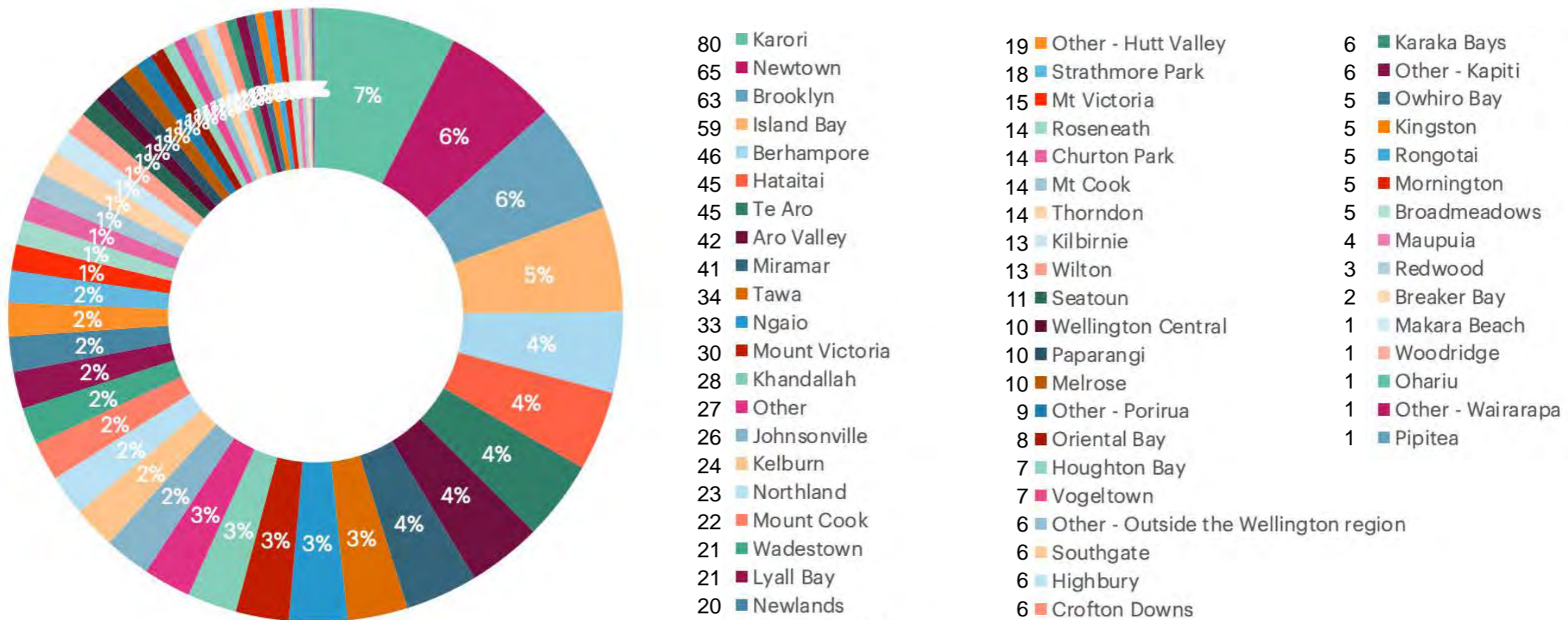


# Demographics

Which suburb do you live in?

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

n=1076



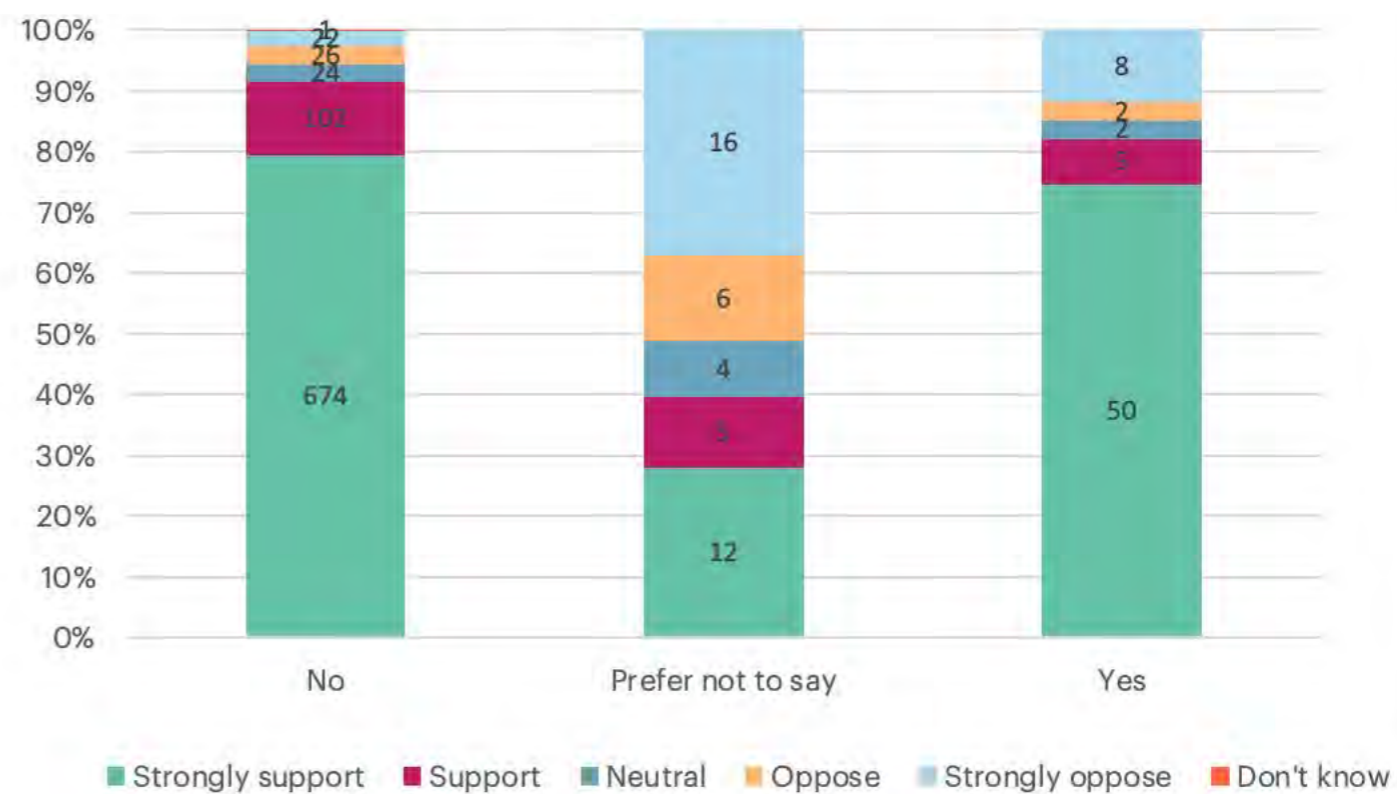
Note: The Tamariki Zone is not represented in the demographics

# 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



## Attachment 2: Responses to submission themes on Paneke Pōneke - Draft Bike Network Plan

The following table shows 378 themed comments were developed from the submissions. These were grouped into six areas. Consideration of the feedback has resulted in officers' recommending 23 changes to the draft plan. 38 actions are being added to the minor works programme.

Area	Themed comments	Recommended changes	Additions to Minor Works
A north	39	5	3
B northwest	51	5	3
C west	61	5	3
D central	85	4	12
E south	70	2	5
F east	72	2	12
<b>Total</b>	<b>378</b>	<b>23</b>	<b>38</b>

The following six tables record themed comments for each area and the officers' responses. Responses which recommend changes are highlighted. There are maps after each table showing the locations of the recommended changes to the strategic bike network for subject the area.

### Area A north, 39 themed comments

Location	Comment theme	Officer response
<b>Middleton Road</b>		
	Clear debris and keep clean	The Council operates a scheduled sweeping programme. Middleton Road is swept four weekly and more often in spring and autumn. The route is also regularly inspected, usually three times a week, and reactive cleaning is undertaken when necessary.
	Separate cycleway from cars	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Concern about width of road/cycleways	This is a consideration for the next stage which is developing concept designs.
	Increase in traffic using this route as an alternative to the motorway	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.

Location	Comment theme	Officer response
	Reduce speed of traffic	While this is a consideration for the next stage which is developing concept designs, reducing speeds for most of the route is unlikely to be a good solution. Speed limits will be reviewed as part of the Council's speed management programme which will start in 2023.
	Needs better lighting (particularly towards Tawa end)	This is a consideration for the next stage which is developing concept designs.
	Blind corner needs addressing (when entering 50 km/h zone at Tawa end)	This is a consideration for the next stage which is developing concept designs.
<b>Johnsonville</b>		
	Concern about impacts on business/parking on Johnsonville Rd (use quieter routes e.g. Broderick Rd)	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy. It is not a reason to exclude a street from the strategic bike network.
	Consider the future role of Moorefield Rd versus Johnsonville Rd (which road will be prioritised for cyclists?)	Recommend changing Johnsonville to Ngaio and Johnsonville triangle from secondary to primary because it fulfils the function of a backbone network connecting commuters to the CBD.
	Current roundabouts and SH1 intersection are dangerous for cyclists	Intersection design is a consideration for the next stage which is developing concept designs. The Council currently has a separate project to improve the Johnsonville/Moorefield/SH1 intersection. Initial community engagement on problem definition closed on 9 November 2021.
	Improve connections to West Johnsonville	Broderick Road west of Moorefield Road has been designated a secondary route. No other routes are recommended for inclusion in the strategic bike network as there are no other key destinations.
	Between Johnsonville and Tawa is extremely dangerous - even for pedestrians	This is a consideration for the next stage which is developing concept designs. It is within the scope of the Middleton Road section.
	Moorefield shared path is currently not working, consider paths on both sides of the road	This is a consideration for the next stage which is developing concept designs. It is also within the scope of a separate project to improve the Moorefield/Haumia roundabout.
<b>Tawa</b>		

Location	Comment theme	Officer response
	A lot of reluctant commuters in the area, advertise/ encourage cycle use	Supporting activities to encourage mode shift are part of the Council's approach to encourage more use of walking, cycling and public transport.
	Grasslees to Linden shops section of Tawa cycleway is disconnected & inefficient (Davies St & Beauchamp St)	Recommend changing primary route to follow Duncan Street from Tawa College to McLellan Street. The existing path near Grasslees Park changes from primary to secondary. Improvements to connectivity will be investigated through the minor works programme.
	Include Rawson St and give active modes priority	Rawson Street is a local street that is not recommended to be part of the strategic bike network.
	Include crossings because of busy roads (e.g. Linden Ave, McLellan St, Main Road)	Improvements to connectivity will be investigated through the minor works programme.
	Include access to east/west (e.g. Takapu)	We will add investigations to the minor works programme for east-west connections from Hampton School to Tawa College, Linden Avenue to Fyvie Avenue, Takapu Road to Redwood Avenue and Tawa Street to the Drive.
	A lot of recreational cyclists in the area, will need to cater to all cyclists	This is a consideration for the next stage which is developing concept designs. It is appropriate to design for the users we want to attract to use the network.
	Connect with Main Rd via Oxford St	Recommend adding Oxford Street and Cambridge Street to the secondary network, connecting Tawa pool to Tawa centre.
<b>Ngauranga</b>		
	Separate cycleway from cars/pedestrians	This is a consideration for the next stage which is developing concept designs. However, space is limited in the corridor, and it is likely that shared paths will continue to be the preferred solution as pedestrian numbers are very low.
	Maintain path (clear debris)	This is a Waka Kotahi responsibility.
	Ensure bike lane/sidewalk is wider (currently narrow)	This is a consideration for the next stage which is developing concept designs.
	Onslow Rd should be used by cyclists instead of Ngauranga Gorge	Ngauranga Gorge connects more directly so is recommended as a primary connection. Onslow Road is identified as a secondary connection, but

Location	Comment theme	Officer response
		the steep, narrow eastern end is recommended to be removed from the strategic bike network.
	Consider only downhill traffic to ride on southbound side	This is a consideration for the next stage which is developing concept designs.
	Improve crossing from east side of Centennial Highway	This is a consideration for the next stage which is developing concept designs. It is expected to be covered in the scope of the LGWM City Streets improvements.
	Improve access to Wakely Rd	This is a consideration for the next stage which is developing concept designs. It is expected to be covered in the scope of the LGWM City Streets improvements.
	Make Wakely Rd shared path two-way for cyclists	Wakely Road is already a two-way path.
<b>Newlands</b>		
	Concerned about the width of road/cycleway	This is a consideration for the next stage which is developing concept designs.
	Dangerous/fast driving	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Prioritise this cycleway as it provides essential connections to amenities	The Council is developing an implementation programme which is prioritised based on forecast uptake. Newlands is likely to be medium-term priority featuring in the second half of the programme.
	Make sure Newlands College is connected	Newlands College has access from Bracken Road which is designated as a secondary corridor.
<b>Churton Park</b>		
	Include this area in the proposal (via Westchester Drive)	Recommend adding Westchester Drive west of Middleton Road to the secondary network.
	Expand network in this area (e.g. Melksham Drive, Stebbings stream)	No other routes are recommended for inclusion in the strategic bike network as there are no other key destinations.
<b>SH1</b>		

Location	Comment theme	Officer response
	Include SH1	The primary network generally avoids the SH1 corridor except for Ngauranga Gorge. Much of SH1 is designated motorway and cyclists are excluded from using the motorway.
	Include crossings over SH1	Recommend adding a secondary connection from Takapu Station to Jamacia Drive to the Grenada North development area. No new crossings are currently proposed but some of the existing crossings will be upgraded as part of the upgrade programme.
<b>Other locations</b>		
	Connect to Skyline track	Connections to the Skyline track will be via local roads.
	Connect to Woodridge	No other routes are recommended for inclusion in the strategic bike network as there are no other key destinations.
	Connection to train stations	The Council has a separate project to improve walking and cycling access to train stations.

Figure 1 Maps of recommended changes in Tawa, Churton Park, Johnsonville, Khandallah



## Area B northwest, 51 themed comments

Location	Comment theme	Officer response
<b>Burma/Box Hill Road</b>		
	Consider this a primary route due to large amount of cyclist usage (high amount of school students)	Recommend changing the designation of the Johnsonville to Ngaio route from secondary to primary.
	High amount of vehicle usage	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Dangerous due to fast vehicles speeds & wind	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs. Wind is everywhere and is not something that can be significantly changed with infrastructure.
	Introduce more crossings (e.g. Junction of Burma Road and Station Road)	Intersection design is a consideration for the next stage which is developing concept designs. The Council currently has a separate project to improve the Burma/Station/Box Hill intersection.
	Parking is difficult so give plenty of notice of removal	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
<b>Ngaio/Ngaio village</b>		
	Choke point with large amount of parking	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
	Motorists do not obey safer speed zones	Compliance with speed limits is a matter for Police enforcement. The design of the area is within the scope of the corridor transformation which is a consideration for the next stage.
	Reduce speeds, particularly around schools	This is a consideration for the next stage which is developing concept designs. Speed limits will be reviewed as part of the Council's speed management programme which will start in 2023.

Location	Comment theme	Officer response
	Currently narrow & unsafe	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Currently manhole covers are obtrusive (and on way to Khandallah)	Review safety of service covers as part of the minor works programme.
	Expand network north of Ngaio	All other streets are local, tertiary connections and not recommended for inclusion in the strategic bike network.
<b>Onslow Road</b>		
	This route is currently too dangerous/narrow for cyclists	Acknowledge that the width of Onslow Road below Cashmere School is very difficult to improve and is unlikely to be achievable in the foreseeable future. Recommend removing the secondary designation on Onslow Road below Cashmere School.
	Consider other routes instead (e.g. bridle track)	Recommend adding bridle track to Cashmere Ave via Nicholson Road, Jubilee Road, Iazard Road and Ranui Crescent to the secondary network.
<b>Bridle track</b>		
	Connect the network via the bridle track	Recommend adding bridle track to Cashmere Ave via Nicholson Road, Jubilee Road, Iazard Road and Ranui Crescent to the secondary network.
	Currently has high usage	As above.
	Would be a great connection to the city for e-bike users	As above.
<b>Ngaio Gorge Road</b>		
	Make sure cycleway is separated/protected	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Consider bus/bike only for early commuting hours	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.



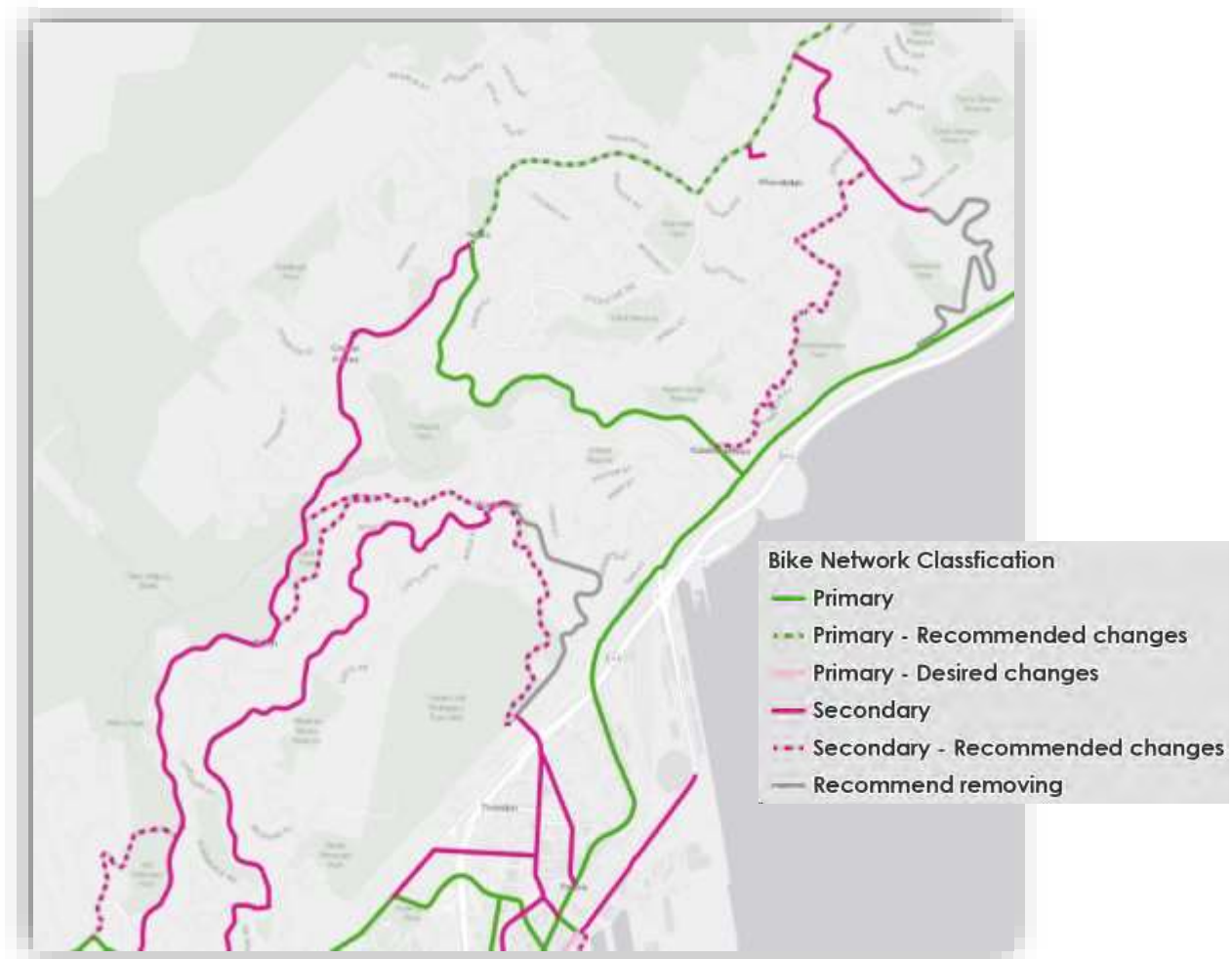
Location	Comment theme	Officer response
	Increase safety	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Kenya St has obstructive parking	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
<b>Pembroke Road</b>		
	Important to reduce parking	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
<b>Lennel/Grant Road</b>		
	This route is currently too dangerous/narrow for cyclists	Recommend changing secondary route from Lennel-Barnard-Grant to Wadestown Road.
	Cyclists use Wadestown Rd instead	As above.
	Make sure the cycle lane is separate/protected (from buses also)	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
<b>Hutt Road</b>		
	Poor visibility of driveways	For the southern end of Hutt Road, the bike and pedestrian facilities have been upgraded to the greatest extent possible. LGWM is developing a scheme to upgrade the northern end of the route to connect to Te Ara Tupua. Intersection and driveway design is a consideration for the next stage which is developing concept designs.
	Intersection with Onslow Rd is currently very dangerous	This is a consideration for the next stage which is developing concept designs. It is part of the scope of LGWM's Thorndon Quay-Hutt Road project. Recommending removing the lower part of Onslow Road from the strategic bike network.
	Connect seamlessly with Te Ara Tupua	This is part of the scope of LGWM's Thorndon Quay-Hutt Road project.

Location	Comment theme	Officer response
	Grade separate all micro-mode paths	Full vertical grade separation is not practical due to extremely high costs, and visual and amenity impact. Providing raised bike paths is a consideration for the next stage which is developing concept designs.
	Implement this route quickly	This is a current priority for the LGWM programme.
	Ensure seaside route to connect with ferry	This is part of the scope of LGWM's Thorndon Quay-Hutt Road project. A seaside route is not considered feasible due to difficulties getting through the constrained space near the Kaiwharawhara ferry terminal.
<b>Khandallah</b>		
	Connect Khandallah shops with Cashmere	Local street connections are not recommended to be part of the strategic bike network.
	Ottawa Road and Khandallah roads very narrow with no room for extending	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Roundabouts are currently unsafe for cyclists	Intersection design is a consideration for the next stage which is developing concept designs.
	Include Khandallah Park	Local street connections are not recommended to be part of the strategic bike network.
<b>Wadestown Road</b>		
	Reduce speeds in this area as currently dangerous for all users	This is a consideration for the next stage which is developing concept designs. Speed limits will be reviewed as part of the Council's speed management programme which will start in 2023.
	Use all this road rather than Lennel/Grant Road & Grosvenor Terrace / Barnard Street	Recommend changing secondary route from Lennel-Barnard-Grant to Wadestown Road.
	Make this a primary route	As above.
	Include Blackbridge Rd	Recommend adding secondary routes from Wadestown Road to Churchill Drive following Blackbridge Road and Wilton Road.
<b>Thorndon/ Tinakori Road</b>		

Location	Comment theme	Officer response
	Do whole length of Tinakori Rd (and remove parking)	Most of Tinakori Road is recommended to remain a tertiary connection and not designated as part of the strategic bike network as it provides a local access function. Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
	Tinakori Rd needs improvements and is a vital connection	This is a consideration for the next stage which is developing concept designs.
	Include Thorndon Quay to the Molesworth Street area (Molesworth, Murphy, Mulgrave St's are very difficult)	This is part of the scope of LGWM's Thorndon Quay-Hutt Road project.
	Cycleway crosses the road when joining Thorndon Quay (currently dangerous)	This is part of the scope of LGWM's Thorndon Quay-Hutt Road project.
<b>Other locations</b>		
	Connect directly to Interislander Terminal	This is part of the scope of LGWM's Thorndon Quay-Hutt Road project. There is an existing connection that will be upgraded in the minor works programme.
	Connect to Petone & Lower Hutt	This is part of the scope of LGWM's Thorndon Quay-Hutt Road project to connect to Waka Kotahi's Te Ara Tupua project.
	Include Albemarle Rd	Local street connections are not recommended to be part of the strategic bike network.
	Additional branch across Ian Galloway Park	Recommend adding a secondary route: Old Karori Road, Rosehaugh Avenue, Seaforth Terrace, path in Ian Galloway Park, Wallworth Road. Minor upgrades to be progressed via the minor works programme.
	Include Cockayne Rd	Local connections are not recommended to be part of the strategic bike network.
	Include network around Onslow College/Raroa Intermediate on roads like Elliott St and Haumia St	Local connections are not recommended to be part of the strategic bike network. A connection to Raroa Intermediate is within the scope of a separate project to improve the Moorefield/Haumia roundabout.

Location	Comment theme	Officer response
	Utilise Treliissick Park	Ngaio Gorge Road is the recommended primary connection. Previous investigations have shown it is not practical to develop a good cycle route through this park. Such a connection would not be direct or convenient for most likely users.
	Extend into Otari Bush (passing this area is currently very narrow)	Such a connection would not be direct or convenient for most likely users.
	Use Hawkstone St instead of Hill St (avoiding steep routes)	Hill Street is preferred because it is a lower volume, quieter street.

Figure 2 Map of recommended changes in Onslow, Wadestown and Wilton



Area C west, 61 themed comments

Location	Comment theme	Officer response
<b>Glenmore Street</b>		
	Not much space available for cycle lane	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Consider connecting people to Glenmore via Botanic Garden	The setting in the Botanic Garden Management Plan is clear that providing cycling facilities in this part of the garden is not appropriate.
	The safety concerns for cyclists in this area will be hard to resolve	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Make sure pinch points on uphill side (near Botanic Garden) are solved with protected cycle lane	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
<b>Chaytor Street</b>		
	Intersection with Raroa Cres is currently very dangerous	Intersection design is a consideration for the next stage which is developing concept designs. The Council currently is aware of concerns regarding the Raroa Crescent intersection and is monitoring the situation.
	Consider a route running around Appleton Park	Potentially within the scope of LGWM City Streets programme.
	Blindspot at the bottom of Chaytor St due to parked buses	Bus stop design is a consideration for the next stage which is developing concept designs.
	Turning into Curtis Rd is difficult for all users	Intersection design is a consideration for the next stage which is developing concept designs.
	Make sure the cycleway is separated/protected	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	People often use The Rigi as an alternative (downhill)	Local street connections are not recommended to be part of the strategic bike network.

Location	Comment theme	Officer response
	Build a pedestrian/cycle tunnel to connect to The Rigi	Not recommended for inclusion in the strategic network at this time due to cost and practicality considerations.
<b>Upland Road/ Kelburn</b>		
	Prioritise this side of the tunnel for permanent improvements	Transition improvements are expected in the next three-years. Transformational changes are likely to be in the second half of the programme.
	Currently in need of safety improvements	Most of the proposed strategic bike network requires upgrades to improve safety for people on bikes.
	Consider removing intersections all together to make safer for cyclists	Intersection design is a consideration for the next stage which is developing concept designs.
	Make sure this is integrated with Victoria University	Parts of the Victoria University Kelburn campus are directly adjacent to the proposed strategic bike network.
	Various choke points with parking & narrow roads	These are design considerations for the next stage which is developing concept designs.
	Plunket St is used as an alternative by cyclists	Local street connections are not recommended to be part of the strategic bike network.
	Various extremely windy locations (149 Upland Rd & 50 Kelburn Parade)	Wind is everywhere and is not something that can significantly be changed with infrastructure.
	Include more bike locking locations	The Council provides on-street parking for bikes via its minor works programme. Each specific request is individually addressed on its merits.
<b>Karori Tunnel</b>		
	Currently in need of safety improvements	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs. However, space constraints at the tunnel are unlikely to be fully addressed within the current budget envelope. This is also within the scope of the LGWM City streets project.
	Very high risk with high vehicle speeds and dangerous motorist behaviour	As above.

Location	Comment theme	Officer response
	Find an alternative, if possible (e.g. Northland Rd)	Recommend Northland Tunnel Road be removed from the strategic network and Northland Road from Glenmore Street to Northland shops be added as a secondary connection.
<b>Raroa Road/Cres &amp; Aro Street</b>		
	Make sure it is easy to access Brooklyn cycleway from Aro St	This is a consideration for the next stage which is developing concept designs. Ensure this connection is in the scope of the current Brooklyn Hill transformation project.
	Currently very dangerous due to close proximity to vehicles & buses (introduce traffic calming measures)	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Consider adding Polhill track as a connection - this is often used by commuters	Tracks in this area are not considered appropriate for upgrading to high-quality bike friendly facilities and therefore should not be included in the strategic bike network. The area is now named Waimapihi Reserve, it is a proposed Significant Natural Area in the draft District Plan and is part of the Town Belt.
	Sort out Raroa junction	Intersection design is a consideration for the next stage which is developing concept designs. The Council currently is aware of concerns regarding the Raroa Crescent intersection and is monitoring the situation.
	Prioritise this route (due to safety concerns)	Transition improvements are expected in the next three-years. Transformational changes are likely to be implemented shortly thereafter.
	Remove parking (this will also increase traffic flow)	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
	Avoid the tightness of Aro St with a bike cable car / elevator	A potential consideration for the next stage, which is developing concept designs, however such a solution is unlikely to be practical.
	Extend primary route (high usage)	The definition of primary and secondary connections follows national guidance and is not related to usage. As this corridor connects local centres it is appropriately classified as secondary.
<b>Salamanca Road</b>		

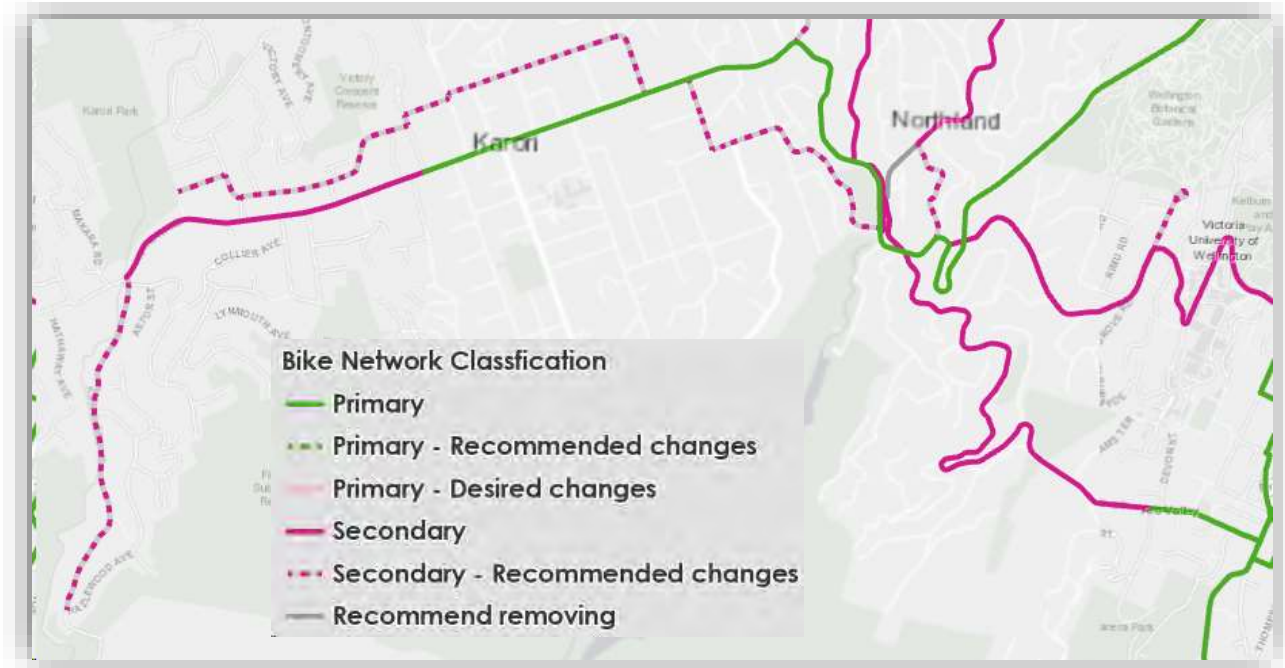
Location	Comment theme	Officer response
	Prioritise Salamanca Rd due to high cyclist usage	Transition improvements are expected in the next three-years. Transformational changes are likely to be implemented shortly thereafter.
	Consider finding alternatives to connect CBD to Victoria University (due to high volumes of traffic)	Salamanca Road has the best gradient and width and is the preferred strategic connection. Improving other routes to the Kelburn campus will be investigated through the minor works programme.
	Dangerous route due to narrow widths and frequent bus usage	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Remove parking completely	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
	Include mirrors to help visibility	This is a consideration for the later detailed design stage. However, mirrors are generally not considered to be particularly effective solutions and are interventions of last resort in specific circumstances.
	Make sure cycleway is separated / protected	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
<b>The Terrace</b>		
	Consider finding alternatives to connect CBD to Victoria University (due to high volumes of traffic)	Salamanca Road has the best gradient and width and is the preferred strategic connection. Improving other routes to the Kelburn campus will be investigated through the minor works programme.
	Consider connecting though the university via Mount St (cut behind Mena's Convenience Store)	This is a consideration for the later detailed design stage. However, the Council's preference is to reallocate space on the existing road network rather than develop new routes through adjacent land.
<b>Karori/Karori Road</b>		



Location	Comment theme	Officer response
	Friend St/Homewood St may be a better alternative	Recommend adding Karori Park to Friend Street and Hatton Street as secondary network.
	Connecting to Vera Street	Local street connections are not recommended to be part of the strategic bike network.
	Consider adding routes heading south within Karori (with vehicle speed reduction)	Local street connections are not recommended to be part of the strategic bike network.
	Make vehicle speed limit 30 km/h for whole length of Karori Rd to improve safety	While this is a consideration for the next stage which is developing concept designs, reducing speeds for most of the route is unlikely to be a good solution on its own. Speed limits will be reviewed as part of the Council's speed management programme which will start in 2023.
	Consider adding traffic calming measures	This is a consideration for the later detailed design stage.
	Cars don't obey current sections of 30 km/h in this area	Compliance with speed limits is a matter for Police enforcement. The design of the area is within the scope of the corridor transformation which is a consideration for the next stage.
	Not sure if this road is necessary - other roads in Karori are wider and currently used	Karori Road is the most appropriate route as it is providing direct access to through the centre of the suburb and connections to local centres.
	Make sure this is integrated with Karori Normal School	A local connection to the school will be considered in the minor works or school access programmes.
	Traffic often turns on/off this road, so a cycle way will create many intersections	Intersection design is a consideration for the next stage which is developing concept designs.
	Large amounts of Karori are outside of the catchment area compared to other suburbs	Recommend the addition of four secondary routes: <ul style="list-style-type: none"> <li>• Birdwood-Braithwaite-Lancaster</li> <li>• Old Karori-Rosehaugh-Seaforth-Ian Galloway Park-Wallworth</li> <li>• Friend-Hatton</li> <li>• South Karori.</li> </ul>
	Parking makes road very narrow	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.

Location	Comment theme	Officer response
	Include Old Karori Road	Partially included in the proposed Ian Galloway connection.
<b>Other locations</b>		
	Link to Braithwaite St and Ben Burn Park	Partially included in the proposed Birdwood connection, from Lancaster Street to Ben Burn Park would be local, tertiary streets.
	Include Birdwood St (or use this to replace Chaytor)	Recommend adding Birdwood Street, Braithwaite Street and Lancaster Street as secondary network.
	Include Campbell St	Local street connections are not recommended to be part of the strategic bike network.
	Link to the bottom of Makara peak bike park	Recommend extending the secondary network along South Karori Road to the main entrance of Makara Peak Mountain Bike Park as it is a significant attractor for bikes.
	Continue bike path down Tinakori Rd to Old Hutt Rd	The recommended primary network via Bowen Street and Thorndon Quay will provide a high level of service connection for this route.
	Utilise Te Ahumairangi	The terrain is unsuitable for strategic bike network connections.
	Consider filtered permeability between Beauchamp Street and Birdwood Street	Filtered permeability will be considered as we develop concept plans in the next stage.
	Coordinate with Cable Car	Recommend adding Upland Road to the cable car to the secondary network. Investigation of bike parking at the top of the cable car will be added to the minor works programme.
	Garden Road is used by cyclists and has frequent accidents due to width	Local street connections are not recommended to be part of the strategic bike network. Note we recommend adding part of Northland Road to the strategic bike network.
	Include access to Zealandia	Local street connections are not recommended to be part of the strategic bike network.
	Utilise Botanic Garden	The setting in the Botanic Garden Management Plan is clear that providing cycling facilities in this part of the garden is not appropriate.

Figure 3 Map of recommended changes in Karori, Northland and Kelburn



**AREA D central, 85 themed comments**

Location	Comment theme	Officer response
<b>Featherston Street</b>		
	Make sure cycle lane is separated/protected	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Connect Featherston St to the Lambton Quay cycle route	Recommend adding Panama Street from Lambton Quay to Featherston Street as a secondary connection to link to the propose Golden Mile bike lanes.
	A lot of vehicles stop in the reserved cycle space at traffic lights	Advance stop boxes are better than nothing but are not best practice solutions for busier traffic light intersections. This is a matter for consideration in future detailed design processes.
	Consider making a cycling only street and shifting cars to the Quays	This is a consideration for the next stage which is developing concept designs. However, it is very unlikely that fully reallocating street space on Featherston Street to active modes would be acceptable as vehicle access is required to the surrounding area.
	Turn off at Hunter St instead of Panama St	This is a consideration for the next concept design stage.
<b>The Terrace</b>		
	Currently dangerous due to road width and vehicles pulling out	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	More pedestrian crossings	This is a consideration for the next stage which is developing concept designs. Providing improvements for walking, cycling and public transport are all within the scope of this programme.
	Not ideal for a cycle lane	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Introduce a peak time clearway on either side	Parking management is a consideration for the next stage which is developing concept designs.

Location	Comment theme	Officer response
		On-street parking will be managed in accordance with the Parking Policy.
	Turn hillside steps (from Ghuznee St) to a graded path	This is a consideration for the next stage which is developing concept designs.
<b>Waterfront</b>		
	Currently a slow commuting route due to high pedestrian usage	Recommend changing the designation of the waterfront route from primary to secondary given it is lack of directness and pedestrian priority. The waterfront is managed under the Waterfront Framework. It is a pedestrian priority shared space and people on bikes must give way to people on foot, and travel no faster than 10 km/h. There are pinch points, and all users must show care and consideration for other users of the space.
	Often conflict of modes between cyclists and pedestrians	As above.
	Redesign cycling on this route to allow for commuting speeds and separation of modes	As above.
	Route should be pedestrian priority, and cyclist diverted to alternatives (e.g. Lady Elizabeth Lane, Jervois Quay)	Recommend adding Lady Elizabeth Lane as part of the secondary network and investigating cycling improvements as part of the minor works programme. The area, being part of the waterfront, is pedestrian priority shared space.
	Include more bicycle traffic lights	We will add specific connections to minor works programme when they are identified as a priority.
	Increase access to Willis St & Lower Cuba/Wakefield St from waterfront by adding a kerb cut from Bond St onto Willis St	This is part of the scope for consideration in LGWM's Golden Mile project. However, encouraging bike access to Willis Street from Bond Street is inappropriate while the adjacent section of Willis Street is a Bus Only lane.

Location	Comment theme	Officer response
	Designate a space for bikes along Cable Street in front of Te Papa	We acknowledge that the quays route including parts of Waterloo, Customhouse and Jervois quays and Cable and/or Wakefield streets is the preferred location for a two-way primary network connection. We recommend adding the quays route as the 'desired primary route'. However, current planning for LGWM suggests that space constraints along the waterfront quays route have ruled it out of further consideration as part of the strategic bike network at this time. We note that although accommodating cycling infrastructure is within the current scope of the LGWM MRT project, performance of the corridor for MRT operation is of priority. However, if further investigations show that it is possible to establish a high-quality, bike friendly route along the waterfront quays, then this is a highly desirable connection.
	Currently hard to get on/off from other routes	Minor Works projects in recent years have improved bike access to the waterfront. Further improvements will be investigated.
	Prioritise all routes connecting to the waterfront	As above.
	Improve crossing by Michael Fowler Centre (currently too narrow)	As above.
<b>Jervois Quay</b>		
	Include in proposal	We acknowledge that the quays route including parts of Waterloo, Customhouse and Jervois quays and Cable and/or Wakefield streets is the preferred location for a two-way primary network connection. We recommend adding the quays route as the 'desired primary route'. However, current planning for LGWM suggests that space constraints along the waterfront quays route have ruled it out of further consideration as part of the strategic bike network at this time. We note that although accommodating cycling infrastructure is within the current scope of the LGWM MRT project, performance of the corridor for MRT operation is of priority. However, if further investigations show that it is possible to establish a high-quality, bike friendly route along the

Location	Comment theme	Officer response
		waterfront quays, then this is a highly desirable connection.
	Much faster route than waterfront	As above.
<b>Victoria Street</b>		
	Currently too narrow/dangerous & should be separated/protected	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Connection with Brooklyn Hill bike lane is a pinch point w/ lots of buses	This is a consideration for the next stage which is developing concept designs.
	Should complement Willis St, e.g. one way each way	This is a consideration for the next stage which is developing concept designs.
	Connect with Willis St via Mercer St	Recommend adding a comment to the BNP that ensuring good connectivity and permeability for walking and cycling is a requirement for every street in the central area.
<b>Tory Street</b>		
	Poor visibility when entering onto Tory St	Intersection design is a consideration for the next stage which is developing concept designs.
	Proposed network has poor access from west (may have to loop around)	This is a consideration for the next stage which is developing concept designs.
	High amounts of traffic (vehicle & cyclist) and street is narrow (currently unsafe)	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Poor motorist behaviour at Vivian St intersection and around Moore Wilsons	Intersection design is a consideration for the next stage which is developing concept designs.
	Include bike facilities along this route	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Connect via Jesse Street with contra-flow	Local street connections are not recommended to be part of the strategic bike network.

Location	Comment theme	Officer response
<b>Arthur Street/Karo Drive</b>		
	Currently needs improvements to make safer/more accessible	We acknowledge that the current level of service does not meet current expectations for directness. We will work with Waka Kotahi to investigate minor works improvements.
	Improve SH1/Karo Drive intersection	As above.
	Listed as complete - however diagonal crossing over Cuba St is problematic and slow	As above.
<b>Boulcott Street</b>		
	Make Boulcott St lane more viable (currently too dangerous)	Space constraints in Boulcott Street have ruled it out of further consideration as part of the strategic bike network. It has a function as a local connection, like all the city's streets.
<b>Panama Street</b>		
	Add bike parking facilities	Will be added to the minor work programme for consideration.
<b>Taranaki Street</b>		
	Avoided due to high amount of traffic	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs. Including Taranaki Street in the strategic bike network signals the need to ensure this direct north-south connection provides better for people on bikes in future.
	Make more pedestrian friendly (wider footpaths, more tree planting, fewer traffic lanes, public transport priority)	As above.
	Poor lighting for cyclists	Lighting design is a consideration for the later detailed design stage.
	Carefully consider Wakefield intersection	Intersection design is a consideration for the next stage which is developing concept designs.
	Carefully consider the T intersection of Ghuznee	Intersection design is a consideration for the next stage which is developing concept designs.



Location	Comment theme	Officer response
	Make sure cycle lane is separated/protected	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Remove the three car parks on Taranaki St in front of Briscoes	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
	Install westbound lane connecting Tory to Taranaki St (Haining St or Courtenay Place)	Courtenay Place is identified as a primary connection. Implementation will be as part of the LGWM Golden Mile project.
	Make this a primary route all the way to Newtown	The CBD to Massey University has been designated primary with the remaining part of Wallace and John Street as secondary. This is considered consistent with the national guidance on definitions.
<b>Cambridge and Kent terraces</b>		
	Make sure cycle lane is separated/protected	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Avoided due to high amount of traffic	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs. Including Kent and Cambridge terraces in the strategic bike network signals the need to ensure this direct north-south connection provides better for people on bikes in future.
	Make sure cycle lane is bidirectional	This is a consideration for the next stage which is developing concept designs.
<b>Abel Smith Street</b>		
	Include this road in the proposal	Local street connections are not recommended to be part of the strategic bike network. Minor upgrades will be progressed through the minor works programme when specific deficiencies are identified.
	More realistic route for non e-bike users	As above.

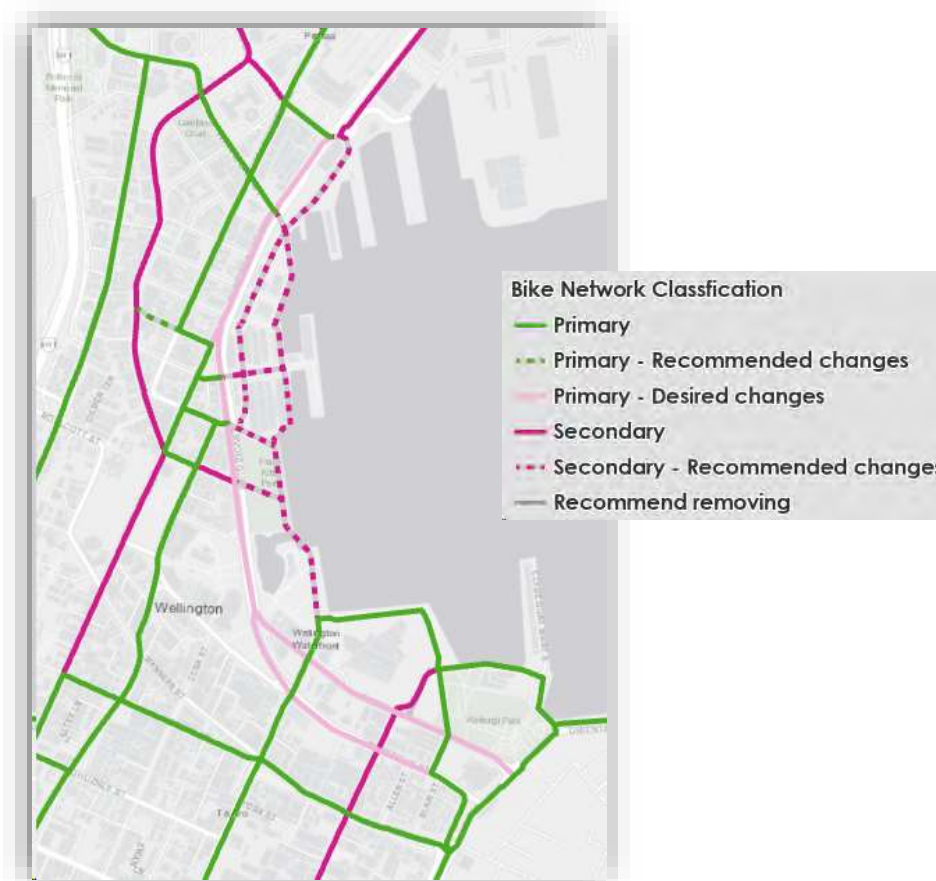
Location	Comment theme	Officer response
	Carefully consider Cuba St intersection	The Council has been investigating improvements to this intersection for several years. While somewhat uncommon, the four-way stop control is operating very safely.
<b>Willis Street/Lambton Quay</b>		
	Make this a primary route	This has been considered in detail as part of the LGWM Golden Mile project. There are insufficient space places to provide for people on bikes, so a contraflow connection will be required on the parallel section of Victoria Street.
	Include Lambton Quay/Willis St (southbound)	As above.
	Consider how to keep bikes separated from buses	As above.
<b>Vivian Street</b>		
	Include this road in the proposal	This is part of the current State Highway network and is not recommended to be part of the strategic bike network.
	Wide footpath along certain parts could provide space for cycleways (e.g. Tory to Taranaki Street)	While this is a consideration for the next stage which is developing concept designs, Vivian Street is not identified as part of the strategic bike network.
	Include bike facilities on this road	This is part of the current State Highway network and is not recommended to be part of the strategic bike network.
	Turning lane from Victoria St to Vivian St is too short (causes danger for cyclists)	The Council is aware of this issue. It is expected to be addressed with improvements to Victoria Street.
<b>The Basin</b>		
	Improve access from Vic Tunnel to the north side of the basin	This is expected to be addressed as part of LGWM's longer term strategic highways improvements.
	Improve legibility of cycleway - especially for newcomers (hard to see/understand)	Improvements to directional signage will be investigated as part of the minor works programme.

Location	Comment theme	Officer response
	Intersections significantly slow down cycle journeys	Intersection design is a consideration for the next stage which is developing concept designs. Intersections are sources of delay for all people and vehicles. At higher volumes, users should expect more delays.
	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.	Intersection design is a consideration for the next stage which is developing concept designs.
	Often closed which causes inconvenience	Noted. An alternative shared path around the east side of the Basin is available when the route through the reserve is closed.
	Prioritise getting this right - essential for traffic flow/commuting times	This is expected to be addressed as part of LGWM's longer term strategic highways improvements.
<b>Rugby Street</b>		
	Add contra-flow	This is expected to be addressed as part of LGWM's longer term strategic highways improvements.
	Lots of users missing area due to trying to avoid the Basin	As above.
	Make this two-way	As above.
	Complete all the way to Tasman St	Investigate adding a contraflow connection between Adelaide Road and Tasman Street as part of the minor works programme.
<b>Other locations</b>		
	Include Cuba St (make contra flow)	Cuba Street is a local street and is not recommended to be part of the strategic bike network. In early 2022 we will be trialling a block of Cuba Street being closed to vehicles and open for two-way walking and cycling.
	Include city to sea bridge	Local street connections are not recommended to be part of the strategic bike network.
	Include Waitangi Park	There is already good connectivity to and through Waitangi Park.
	Include Ghuznee St	Local street connections are not recommended to be part of the strategic bike network.

Location	Comment theme	Officer response
	Better cater to Mt Cook/Massey	Provided for with a primary and secondary connection on Taranaki and Wallace streets.
	Connect Aotea Quay to KiwiRail/derry terminal	The ferry terminal is connected by the Thorndon Quay-Hutt Road connection, so a link along Aotea Quay is not required.
	Include Kelvin Grove to Opera House Lane	Local street connections are not recommended to be part of the strategic bike network.
	Include Wakefield St	<p>We acknowledge that the quays route including parts of Waterloo, Customhouse and Jervois quays and Cable and/or Wakefield streets is the preferred location for a two-way primary network connection. We recommend adding the quays route as the 'desired primary route'. However, current planning for LGWM suggests that space constraints along the waterfront quays route have ruled it out of further consideration as part of the strategic bike network at this time. We note that although accommodating cycling infrastructure is within the current scope of the LGWM MRT project, performance of the corridor for MRT operation is of priority. However, if further investigations show that it is possible to establish a high-quality, bike friendly route along the waterfront quays, then this is a highly desirable connection.</p> <p>The section west of Taranaki Street is considered a local street connection and is not recommended to be part of the strategic bike network.</p>
	Include contraflow lane on Mercer St	Local street connections are not recommended to be part of the strategic bike network.
	Include Manners Street	This has been considered in detail as part of the LGWM Golden Mile project. There is insufficient space to provide for people on bikes.
	Utilise Cobblestone Park	Local street connections are not recommended to be part of the strategic bike network.
	Include a better crossing on Dixon St (better link Eva St, Opera House Lane, Egmont Street)	Investigate as part of the minor works programme.

Location	Comment theme	Officer response
	Don't allow traffic to turn right from Oriental Parade on to Wakefield St, instead this traffic should turn at Courtenay Place	Intersection design is a consideration for the next stage which is developing concept designs. This is being considered as part of the current City to Newtown transition project.
	Improve ramp over Waterloo Quay on to the stadium concourse at the Bluebridge exit	A ramp (overbridge) is provided at the main port access at Hinemoa Street. An additional overbridge is not justifiable currently.
	Make Bowen and Whitmore Streets separated/protected	This is being considered as part of the current City to Botanic Garden transition project.
	A lot of cyclists use the Memorial Park but conflict with pedestrians	The area is a shared space and people on bikes must give way to people on foot. Pinch points are present, and all users must show care and consideration for other users of the space. The land is the responsibility of the Ministry of Culture and Heritage.

Figure 4 Map of recommended change in the central area



Area E south, 70 themed comments

Location	Comment theme	Officer response
<b>Hospital</b>		
	Consider the significant parking needs of the hospital in the surrounding area	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy. A parking management plan is currently being developed for the Newtown area.
	Worried about impact on emergency vehicles corridor	This is a consideration for the next stage which is developing concept designs.
	Consider route behind the hospital to avoid Adelaide Rd	The route is not an appropriate substitute for the direct and connected strategic corridor of Adelaide Road.
<b>Adelaide Road</b>		
	This route is too busy, use alternatives (e.g. Tasman St, Hanson St)	Adelaide Road is the most direct route and is the preferred connection for the strategic bike network.
	Currently poor surface for biking	Noted. Surfaces will be improved through normal renewals programmes.
	People will continue to use full stretch of Adelaide Rd regardless of alternative	Noted.
	Adelaide Rd is an arterial transport route, so turning right across this is problematic for northbound traffic	Intersection design is a consideration for the next stage which is developing concept designs.
	Adjust lights to avoid delays for cyclists	Intersection design is a consideration for the next stage which is developing concept designs. Intersections are sources of delay for all people and vehicles. At higher volumes, all users should expect more delays.
	Make use of parks/green spaces to move cycle lane off main arterial route	Any development needs to be consistent with the relevant park management plan, often the Town Belt Management Plan. The design of the strategic bike network needs to be direct and well connected to neighbourhoods to maximise uptake and these requirements will rarely be met by routes through parks. Where appropriate, routes

Location	Comment theme	Officer response
		through parks will be considered in the next stage of concept planning.
<b>Wakefield Park</b>		
	Busy during sports events	Noted.
	Remove parking	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
	Utilise this space for alternative route to Adelaide Rd	Any development needs to be consistent with the relevant park management plan, often the Town Belt Management Plan. The design of the strategic bike network needs to be direct and well connected to neighbourhoods to maximise uptake and these requirements will rarely be met by routes through parks. Where appropriate, routes through parks will be considered in the next stage of concept planning.
<b>Berhampore</b>		
	Use more surrounding streets e.g. Rintoul St, Stanley St	The Rintoul-Luxford-Adelaide corridor is the most direct, flattest, least impactful route through this area. It is recommended as the primary corridor. Other streets are local and are not recommended to be included in the strategic bike network.
	Luxford and Rintoul is going to be unappealing to most commuters	As above.
	Remove car parking due to narrow roads	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
	Consideration should be given to using golf course (as proposed previously by WCC)	Any development needs to be consistent with the relevant park management plan, often the Town Belt Management Plan. The design of the strategic bike network needs to be direct and well connected to neighbourhoods to maximise uptake and these requirements will rarely be met by routes through parks. Where appropriate, routes through parks will be considered in the next stage of concept planning.

Location	Comment theme	Officer response
<b>Ōwhiro Bay</b>		
	Separate/protect cycleway	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Dangerous due to frequent use from large vehicles	As above.
<b>Wallace Street</b>		
	Necessary but disruptive to remove parking	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
	Instead of this route use Tasman St	Local street connections are not recommended to be part of the strategic bike network.
<b>Constable Street/Wilson Street/Crawford Road</b>		
	Make sure connection to Kilbirnie is separated/protected	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Constable St should be included as well as removing parking	The alternative Wilson Street route is considered more appropriate due to space constraints on Constable Street. Most of Constable Street is not recommended for inclusion in the strategic bike network.
	Constable St needs extra care	As above.
	Replace Wilson St with Mein St, and remove parking from Mein St	Mein Street has a very steep hill, so Wilson Street is considered more appropriate. Mein Street is not recommended for inclusion in the strategic bike network.
	Visibility on intersections blocked by parked cars	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
	Crawford Rd works for uphill not downhill	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
<b>Brooklyn</b>		



Location	Comment theme	Officer response
	Better connect to Brooklyn & Ridgeway Schools	Local connections to schools will be developed through either the minor works programme, or the school accessibility programme.  Recommend adding McKinley Crescent to Mornington Road to Ridgeway School, and Farnham Street and Britomart Street as a secondary connection.
	This route is currently unsafe with poor weather	Poor weather is not something that can be addressed through reengineering street space. People who ride bikes should consider alternatives for travelling during unfavourable weather conditions.
	Preference for Mornington Rd due to traffic flow/safety	Recommend adding McKinley Crescent to Mornington Road to Ridgeway School, and Farnham Street and Britomart Street as a secondary connection.
	Better connect Brooklyn with the East	As above.
	Base of Brooklyn hill is currently very unsafe	Improvements are currently being developed as part of the Brooklyn Hill transformation project.
	Expand the network within Brooklyn	As above.
<b>Ohiro Road</b>		
	Less of a priority due to fewer people traveling through this corridor.	Transition projects are expected in the next three years. Transformational improvements are likely to be in the latter half of the programme.
	Currently unsafe with large vehicle usage & 'half done' approach/poor visibility of cycle lane	Noted.
	Make cycle lanes separated/protected from traffic	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Dangerous intersection (with Brooklyn Rd)	Intersection design is a consideration for the next stage which is developing concept designs.

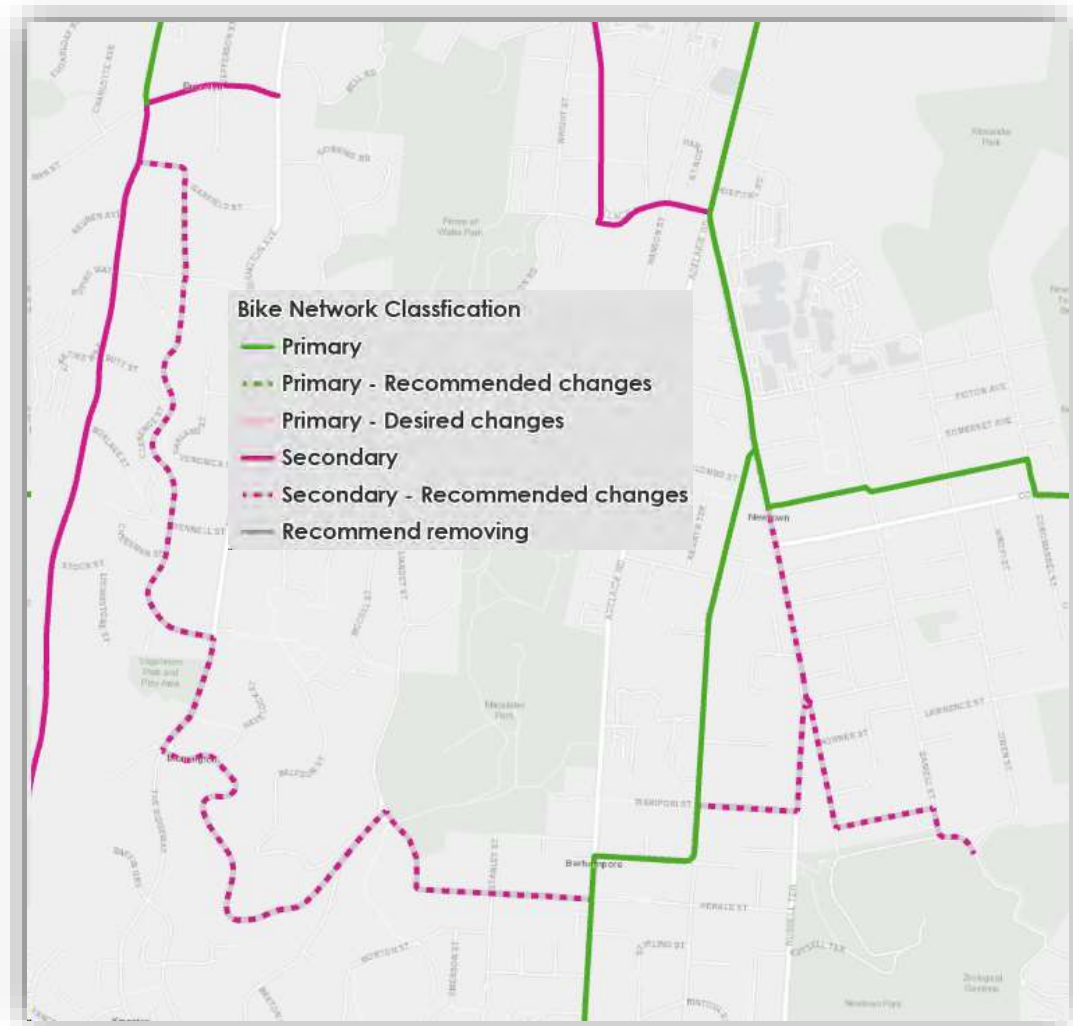
Location	Comment theme	Officer response
	Include good lighting and spaces to rest on Ohiro Road as it's quite steep	Lighting design is a consideration for the later detailed design stage.
<b>Lyllall Bay</b>		
	Connect with Newtown, Melrose & Southgate	Local street connections are not recommended to be part of the strategic bike network.
	Better connect with Evans Bay	Two north-south connections are identified in the strategic bike network. A corridor along Onepu Road-Evans Bay Parade is the most direct.
	Add Troy St	LGWM is working to develop a new safe crossing on Cobham Drive east of Troy Street. The strategic bike network is proposed to connect to this via Tacy Street, so there is no need to include Troy Street.
	Connect with Lyllall Bay School	Local connections to schools will be developed through either the minor works programme, or the school accessibility programme.
	Priority to cyclists on Leonie Gill Pathway	The Leonie Gill Pathway is a shared path with pedestrian priority. This is considered to be the appropriate setting.
	Prioritise this route (around to Island Bay) as it is a busy recreational area	We are proposing to prioritise corridor improvements based on forecast uptake. As such, the south coast route is likely to be developed toward the end of the programme.
	Make sure it is easy to access the cycleways in this area	Intersection and access design are considerations for the next stage which is developing concept designs.
	Include bike parking/storage in this area	The Council provides on-street parking for bikes via its minor works programme. Each specific request is individually addressed on its merits.
	Tirangi Road at Lyllall Bay to Coutts St intersection will need careful consideration	Intersection design is a consideration for the next stage which is developing concept designs.
<b>Island Bay</b>		
	Prioritise a functioning network, despite history in this area	The Council has recently decided to upgrade The Parade at a moderate scale. This work will start by mid-2022. Further improvements are possible if

Location	Comment theme	Officer response
		the LGWM programme develops a MRT solution in this corridor.
	Safety improvements needed	As above.
	Connect with Southgate	Local street connections are not recommended to be part of the strategic bike network.
	Bike parking and/or storage	The Council provides on-street parking for bikes via its minor works programme. Each specific request is individually addressed on its merits.
	Promote this route as main commuter route for surrounding suburbs	This is the intent of identifying it as part of the strategic bike network. However, to attract users, the route must be safe and well connected to the north.
<b>Tasman Street</b>		
	Used as rat run for traffic (as well as Hanson St) - dangerous for traffic	Local street connections are not recommended to be part of the strategic bike network.
	Should be secondary commuter route	As above.
	Block this street to through traffic	Out of scope for the bike network plan.
<b>Newtown/Riddiford Street</b>		
	Extend route through the centre of Newtown	Recommend adding the following secondary corridors to better connect the Newtown centre, Newtown Park, the zoo, and South Wellington Intermediate School: <ul style="list-style-type: none"> <li>• Riddiford Street from Wilson Street to Russell Terrace</li> <li>• Russell Terrace to Te Wharepouri Street and Te Wharepouri Street</li> <li>• Mansfield, Roy and the south end of Daniell streets.</li> </ul>
	Consider using the whole of Riddiford St	As above.
	Lower speeds in Newtown to 30 km/h or separated cycleway due to narrow roads	This is a consideration for the next stage which is developing concept designs. Speed limits will be reviewed as part of the Council's speed management programme which will start in 2023.

Location	Comment theme	Officer response
	Make Newtown a low traffic neighbourhood	Out of scope for the bike network plan.
	Make use of parks/green spaces to move cycle lane off main arterial route	The strategic bike network needs to be direct and well connected to population areas and activity centres. In general, routes which weave through parks spaces do not meet these requirements.
<b>Wellington Zoo</b>		
	Include connections to Wellington Zoo	Recommend adding the following secondary corridor to better connect the Newtown centre to Newtown Park and the zoo and South Wellington Intermediate School: <ul style="list-style-type: none"> <li>• Riddiford Street from Wilson Street to Russell Terrace</li> <li>• Mansfield, Roy and the south end of Daniell streets</li> </ul>
<b>Other locations</b>		
	Include/utilise MacAlister Park	Any development needs to be consistent with the relevant park management plan. We will investigate developing a local connection through the minor works programme.
	Use Britomart St	Recommend including as part of the Mornington connection.
	Use Te Wharepōuri Street	Recommend adding the following secondary corridors to better connect the Newtown centre, Newtown Park, the zoo and South Wellington Intermediate School: <ul style="list-style-type: none"> <li>• Riddiford Street from Wilson Street to Russell Terrace</li> <li>• Russell Terrace to Te Wharepouri Street and Te Wharepouri Street</li> <li>• Mansfield, Roy and the south end of Daniell streets.</li> </ul>
	More cycleways in the town belt	Any future proposals would need to be consistent with the settings in the Town Belt Management Plan. In general, the town belt is not suitable for developing high-quality, bike friendly commuting routes. We will investigate options that can complement the strategic network as these are identified.

Location	Comment theme	Officer response
	Russell Terrace has large amount of unused parking	<p>Recommend adding the following secondary corridors to better connect the Newtown centre, Newtown Park, the zoo and South Wellington Intermediate School:</p> <ul style="list-style-type: none"> <li>• Riddiford Street from Wilson Street to Russell Terrace</li> <li>• Russell Terrace to Te Wharepouri Street and Te Wharepouri Street</li> <li>• Mansfield, Roy and the south end of Daniell streets.</li> </ul>
	Include Mansfield St	<p>Recommend adding the following secondary corridors to better connect the Newtown centre, Newtown Park, the zoo and South Wellington Intermediate School:</p> <ul style="list-style-type: none"> <li>• Riddiford Street from Wilson Street to Russell Terrace</li> <li>• Russell Terrace to Te Wharepouri Street and Te Wharepouri Street</li> <li>• Mansfield, Roy and the south end of Daniell streets.</li> </ul>
	Include Bidwill St	Local street connections are not recommended to be part of the strategic bike network.
	Low traffic neighbourhood - particularly (Regent St, Harper St, Owen St, Sommerset Ave, Hiropi St, and Wilson St)	Out of scope for the bike network plan.
	Cars travelling along Daniell St and Owen St should have to give way.	Intersection design is a consideration for the next stage which is developing concept designs. This suggestion will be investigated as part of the minor works programme
	Mein Street is currently a rat run	Noted, but out of scope of the bike network plan.

Figure 5 Map of recommended changes in Brooklyn, Mornington, Berhampore and Newtown



Area F east, 72 themed comments

Location	Comment theme	Officer response
<b>Roseneath</b>		
	Include connections to Roseneath School	Local connections to schools will be developed through either the minor works programme, or the school accessibility programme.
	More cycleways needed in this area (e.g. Waipapa Rd)	Local street connections are not recommended to be part of the strategic bike network.
	In need of parking removal/monitoring - often left for long periods	Specific parking offences should be reported to Council's parking enforcement officers for action.
<b>Worser Bay</b>		
	Concern about accessing parking in this area	Parking management is a consideration for the next stage which is developing concept designs. On-street parking will be managed in accordance with the Parking Policy.
	Include connection to Worser Bay School	Local connections to schools will be developed through either the minor works programme, or the school accessibility programme.
<b>Mt Victoria</b>		
	Include more cycleways in this area (e.g. Hawker St)	Local street connections are not recommended to be part of the strategic bike network.
	Consider sealed route over Mt Vic rather than through the tunnel (Could repurpose current 4WD track)	Any future proposals would need to be consistent with the settings in the Town Belt Management Plan. In general, the town belt is not suitable for developing high-quality, bike friendly commuting routes. We will investigate options that can complement the strategic network as these are identified.
	Currently Mt Vic tunnel is too narrow	This is expected to be addressed as part of LGWM's longer-term strategic highways improvements.
	Concern route through Mt Vic tunnel will be unpleasant - significant improvements needed	As above.
	Mt Vic tunnel down Paterson St to cycle north is pretty awkward and badly managed currently	As above.

Location	Comment theme	Officer response
	Designated cycle routes to and from the off-road sections of Mt Vic	Local street connections are not recommended to be part of the strategic bike network.
	Mt Vic tunnel is used by many to avoid using Constable/Crawford Street (uphill routes)	Noted.
	Make a low traffic neighbourhood	Out of scope for the bike network plan.
	Ensure access to mountain biking areas	Local street connections are not recommended to be part of the strategic bike network.
	Stop honking in the tunnel	Out of scope of the bike network plan. Waka Kotahi are the road controlling authority for SH1.
<b>Strathmore Park</b>		
	Extend network to include Monorgan Rd/Strathmore Ave (this will better connect two schools and community centre)	Local street connections are not recommended to be part of the strategic bike network.
	Include connections to Scots College, Kahurangi School	Local connections to schools will be developed through either the minor works programme, or the school accessibility programme.
	Connect directly with airport roundabout	This is in the scope of the Broadway project.
<b>Hataitai</b>		
	More cycleways needed in this area (e.g. Moxham Ave is commonly used due to low elevation)	Recommend adding Taurima Street, Moxham Avenue, Kupe Street and the south end of Hamilton Road to the secondary network.
	Moxham Ave is often backed up with traffic and is dangerous for cyclists	As above.
	Needs better connections to Newtown	Strategic connections are identified via Mt Victoria Tunnel and Wellington-Crawford-Constable-Wilson.
	In the future consider use of Hataitai bus tunnel	Due to its very narrow width, it is appropriate that the Hataitai Bus Tunnel retains its Bus Only restriction. LGWM is considering additional tunnels through Mt Victoria.



Location	Comment theme	Officer response
	Include connection to Hataitai School	Local connections to schools will be developed through either the minor works programme, or the school accessibility programme.
	Common alternative to Evans Bay/Oriental Bay when windy	Noted.
	In need of parking removal/monitoring - often left for long periods	On-street parking will be managed in accordance with the Parking Policy.
<b>'Around the bays'</b>		
	Consider one lane of traffic & widening footpath/cycle lane	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Limited width	As above.
	Make sure cycleway is separated/protected	As above.
	This route is not necessary or should not be a priority	As part of the Great Harbour Way concept, it is recommended that this route is specifically identified as part of the strategic bike network. As we are proposing to develop routes prioritised by their potential to attract new users, this route is one of the lowest priorities and is therefore likely to be developed towards the end of the programme.
	Make sure to preserve the natural beauty of the area	People on bikes require separation from higher traffic volumes and speeds. This is a very significant consideration for the next stage which is developing concept designs.
	Consider longevity of coastal routes	Noted.
	Consider impact on runners/pedestrians	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
<b>Shelly Bay</b>		
	Lower vehicle speeds	This is a consideration for the next stage which is developing concept designs. Speed limits will be

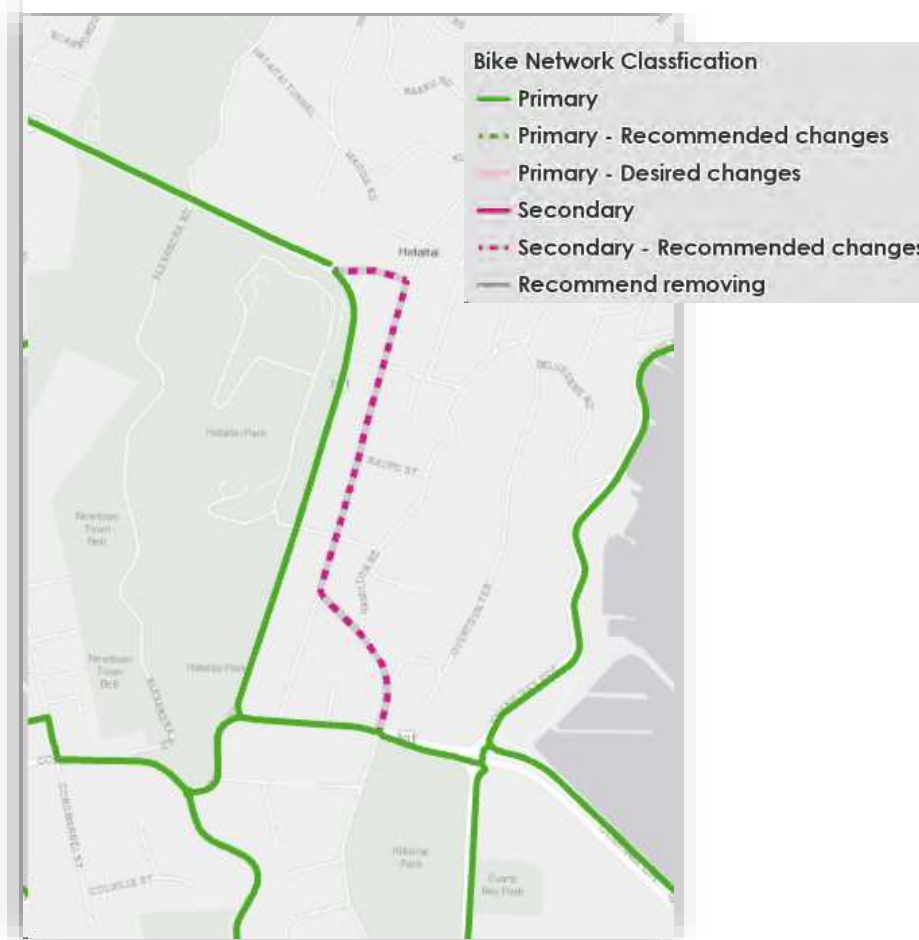
Location	Comment theme	Officer response
		reviewed as part of the Council's speed management programme which will start in 2023.
	Concerned about impact on vehicles, especially with recent developments	Noted.
	Miramar/Evans Bay/Shelly Road intersection is confusing for users in all directions	Intersection design is a consideration for the next stage which is developing concept designs.
	Make sure this integrates well with Shelly Bay ferry terminal	This would be a future detailed design consideration if such a service becomes a reality.
<b>Miramar</b>		
	Include Awa St, Para St and Darlington Rd	Local street connections are not recommended to be part of the strategic bike network.
	Include Brussels St, Para St and Tauhinu Rd (to avoid Park Rd and Miramar Ave)	Local street connections are not recommended to be part of the strategic bike network.
	Continue up Camperdown Rd and Totara Rd	Local street connections are not recommended to be part of the strategic bike network.
	Connect to Miramar North School, Miramar Christian School, Holy Cross School, Miramar Central School	Local connections to schools will be developed through either the minor works programme, or the school accessibility programme.
	Currently very dangerous, even with 30 km/h (extend this zone)	This is a consideration for the next stage which is developing concept designs. Speed limits will be reviewed as part of the Council's speed management programme which will start in 2023.
	Make cycleway separated/protected	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Use alternative routes near Miramar South School to avoid busy bus routes	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.
	Broadway is extremely busy/dangerous so either fully separate cycleway or choose alternative	People on bikes require separation from higher traffic volumes and speeds. This is a consideration for the next stage which is developing concept designs.

Location	Comment theme	Officer response
	Remove cabbage trees	This is a consideration for the next stage which is developing concept designs.
<b>Seatoun</b>		
	Include connections to Seatoun Park	Local street connections are not recommended to be part of the strategic bike network.
	Include connections to Seatoun School, Te Kura Kaupapa Māori O Ngā Mokopuna, St Anthony's School	Local connections to schools will be developed through either the minor works programme, or the school accessibility programme.
	Include more streets in this area	Local street connections are not recommended to be part of the strategic bike network.
	Important that this area is catered too due to equity issues	Noted.
	Connect Seatoun tunnel to waterfront along Ferry St.	Local street connections are not recommended to be part of the strategic bike network.
<b>Kilbirnie</b>		
	Include connections to Kilbirnie School	Local connections to schools will be developed through either the minor works programme, or the school accessibility programme.
	Consider giving cyclists priority when crossing from Cockburn St to Tirangi Rd	Intersection design is a consideration for the next stage which is developing concept designs.
	Completely pedestrianise Bay Rd	Out of scope for the bike network plan.
	Consider reducing amount of traffic on Yule St	Out of scope for the bike network plan.
	Pak'n'Save carpark (entering/exiting) causes a lot of issues	Intersection and driveway design is a consideration for the next stage which is developing concept designs.
	Intersection closest to Pak'n'Save urgently needs a raised pedestrian cross and traffic calming measures.	The Council is currently developing plans to improve the Rongotai/Onepu intersection.
	Prioritise this area	We are proposing to prioritise corridor improvements based on forecast uptake. As such, this area is likely to be developed in the next few years.

Location	Comment theme	Officer response
	Reinstall the pedestrian/bike crossings on Ross and Yule streets	Local street connections are not recommended to be part of the strategic bike network. We will add a minor works project.
	Connect to Kilbirnie Aquatic Centre	Local street connections are not recommended to be part of the strategic bike network. We will add a minor works project to improve connection to the Aquatic Centre.
<b>Other locations</b>		
	Include connection within Maupuia	Local street connections are not recommended to be part of the strategic bike network.
	Make sure the airport is well connected	Local street connections are not recommended to be part of the strategic bike network. We will liaise with the airport company to improve connections from Broadway to the terminal.
	A separated bike lane under the airport runway	The existing airport subway which connects Miramar south to Coutts Street is proposed as a primary connection.
	Add uphill bike or shared paths to Elizabeth St, Carlton Gore/Grafton, Maupuia Rd (connecting with the old prison road trail) Awa Rd and Alexandra Rd.	Local street connections are not recommended to be part of the strategic bike network.
	Rongotai Rd, cyclists hard to spot	Rongotai Road has recently been upgraded to be much more bike friendly. As part of the Council's normal review processes, the performance of the scheme will be evaluated in due course.
	Don't use Ruahine St and Wellington Rd	This is expected to be addressed as part of LGWM's longer-term strategic highways improvements.
	Oriental Bay is currently not safe	The arrangements in Oriental Bay are considered adequate at present. Officers recommend that developing the strategic network identified in the bike network plan is a higher priority, rather than investing significant resources in further improving facilities in Oriental Bay. Recommend changing status to show as 'needs improving'.
	Include Stewart Duff Dr	As this is a private road, it is not appropriate to include it as part of the strategic bike network.

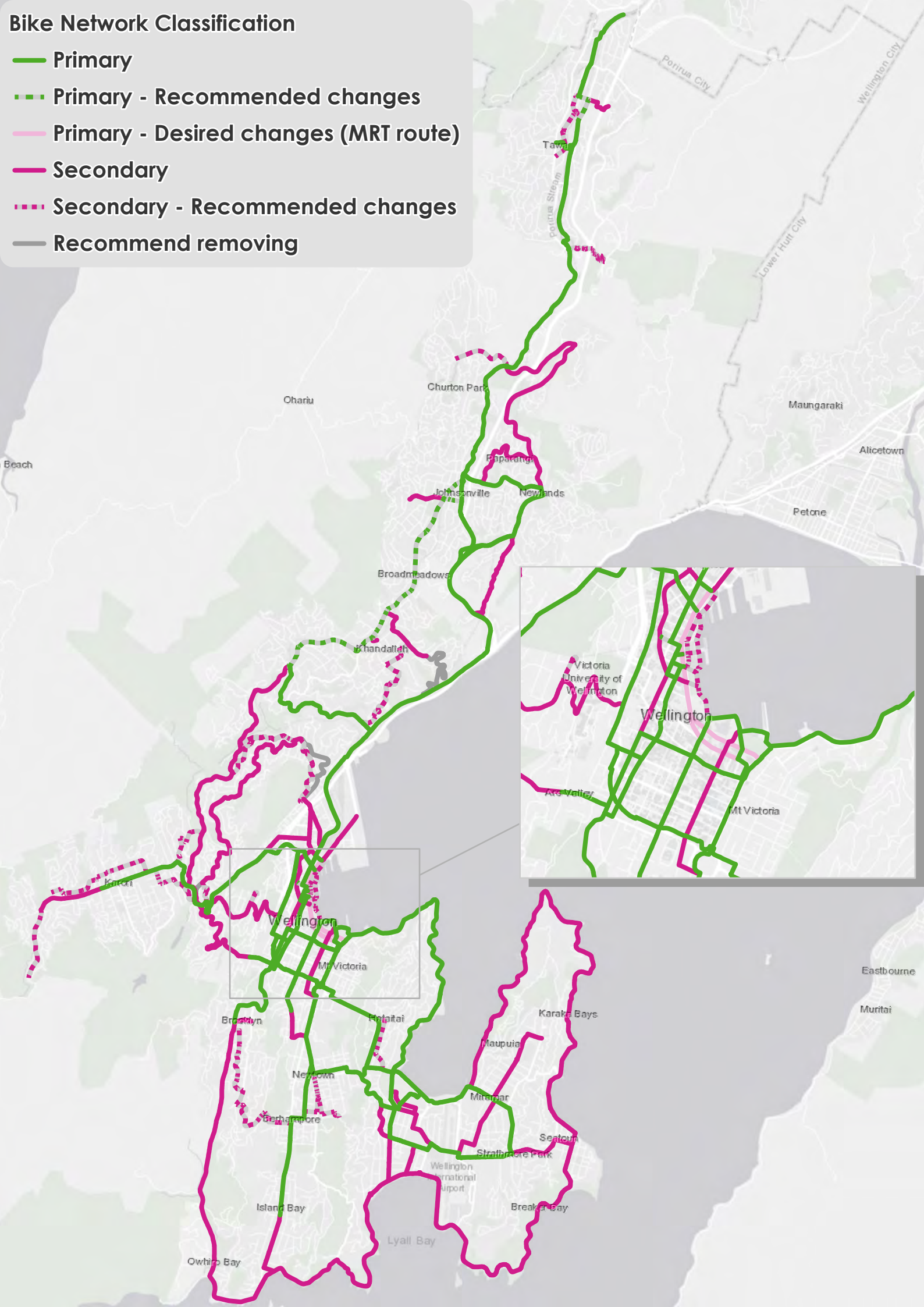
Location	Comment theme	Officer response
	Prioritising cycling and walking crossings for those travelling along the Leonie Gill pathway.	This will be investigated as part of the minor works programme.
	Make Childers Tce a one-way	This is a consideration for the next stage which is developing concept designs.
	Coutts St link missing - the full length should be cycleway	Local street connections are not recommended to be part of the strategic bike network. The Leonie Gill pathway-Onepu Rd is recommended as the primary connection.
	A way to cross Ruahine St to go to Goa St coming down from Hataitai Park is also needed.	This is expected to be addressed as part of LGWM's longer-term strategic highways improvements.
	Prioritise Rongotai Rd	Rongotai Road has recently been upgraded to be much more bike friendly. The Rongotai/Onepu intersection will be upgraded shortly.

Figure 6 Map of recommended changes in Hataitai



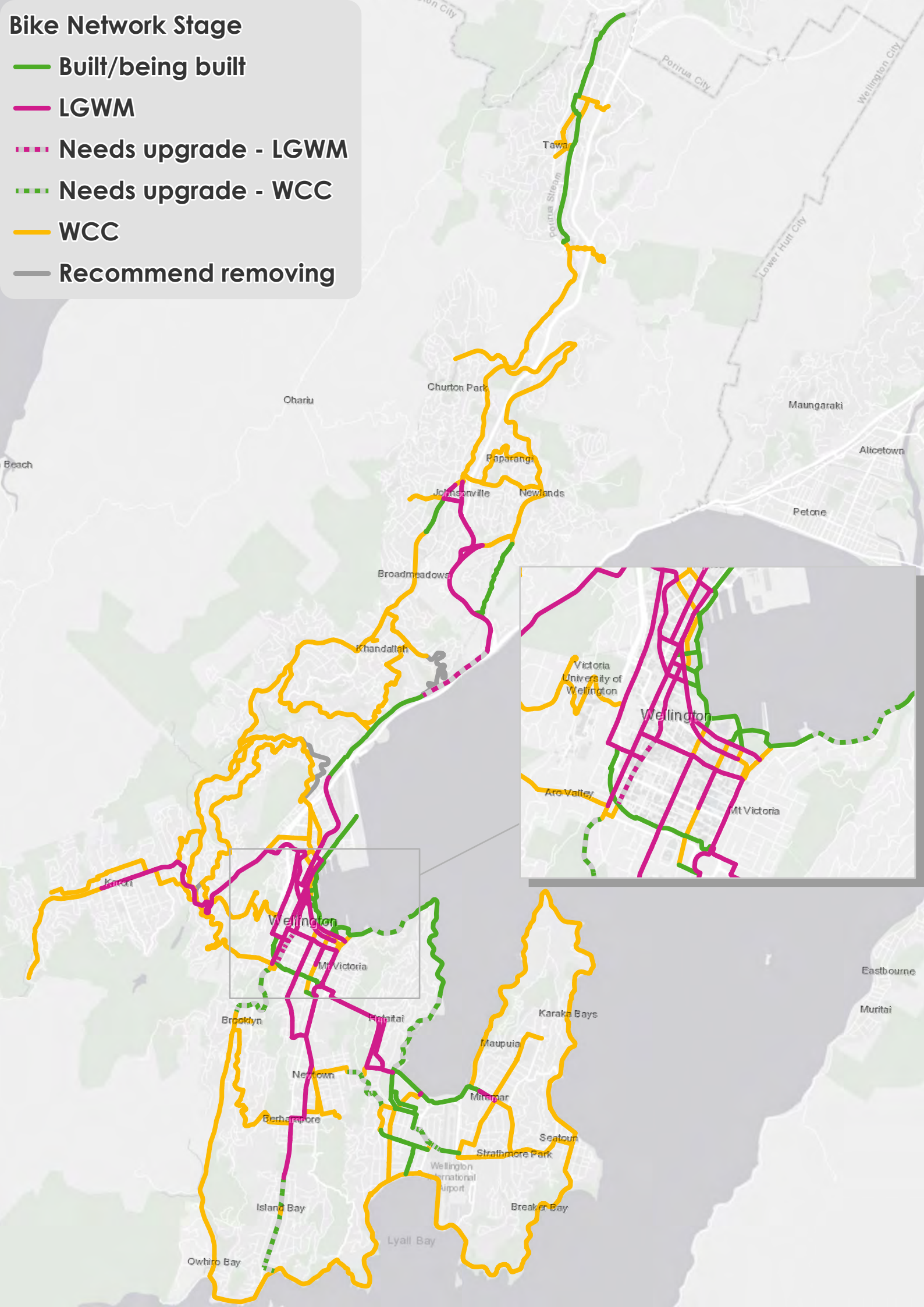
# Bike Network Classification

- Primary
- Primary - Recommended changes
- Primary - Desired changes (MRT route)
- Secondary
- Secondary - Recommended changes
- Recommend removing



# Bike Network Stage

- Built/being built
- LGWM
- - - Needs upgrade - LGWM
- - - Needs upgrade - WCC
- WCC
- Recommend removing



## Attachment 5: Table of recommended amendments to Paneke Poneke - draft Bike Network Plan, November 2021

This table sets out the material changes recommended to finalise the plan taking account of feedback from the public consultation and officer recommendations.

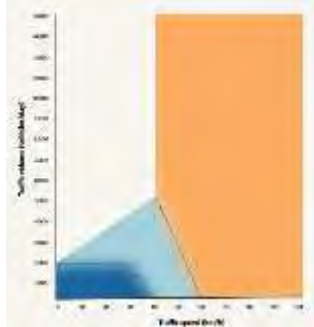
Minor edits to page references and the correction of typographic errors and the like are not covered in this table. Page numbers shown in the table are the page numbers from the published draft plan and may change in the final version.

The formatting used in the recommended changes column is as follows:

- Black is original draft content to be retained.
- ~~Red with strikethrough~~ is original draft content to be deleted.
- Red is new content to be added to the final plan.
- **Bold** are instructions for the final edit.
- *Italics* are notes to assist the Committee's decision making.
- **Yellow highlights** will be updated to align with the Committee's decisions.

Page	Section	Recommended change
7	Development of the plan	<p><b>Amend:</b> An indicative business case will be completed in <del>2021</del> 2022 for the programme approach set out in this plan.</p> <p><b>Add:</b> The draft plan was approved for consultation by the Council's Pūroro Āmua   Planning &amp; Environment Committee on 23 September 2021.</p> <p>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.</p> <p>Generally, people who provided feedback were very supportive of the plan. 87 percent strongly supported or supported the plan, 89 percent believed the long-term impact will be positive or very positive and 90 percent 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.</p> <p>Oral submissions were heard on 10 February 2022.</p> <p>After carefully considering the feedback, the Committee made many amendments to the draft plan, and adopted the final plan on 10 March 2022.</p>



Page	Section	Recommended change
42	Identifying the primary and secondary network	<p><b>Amend all references to kilometres of network, to align with the Committee’s decisions.</b></p> <p><i>Note, if all recommended changes are adopted, the strategic bike network length increases from 147 km to 166 km.</i></p> <p><b>Add:</b>  The waterfront quays route including parts of Waterloo, Customhouse and Jervois quays and Cable and/or Wakefield streets has been identified as a <b>desired</b> primary route. We note that current planning for the Let’s Get Wellington Moving mass rapid transit project suggests that space constraints along the waterfront quays route have ruled it out of further consideration as part of the strategic bike network at this time. Although accommodating cycling infrastructure is within the current scope of the LGWM MRT project, performance of the corridor for MRT operation is of priority. If further investigations show that it is possible to establish a high-quality, bike friendly route along the waterfront quays, then this is a highly desirable connection.</p> <p>In general, ensuring good connectivity and permeability for walking and cycling is a requirement for every street, particularly in the central area.</p>
43	Figure 16 Bike network – primary and secondary routes	<p><b>Replace map to align with the Committee’s decisions.</b></p> <p><i>Note, if all recommended changes are adopted, the primary bike network length increases from 68 km to 74 km and the secondary bike network length increases from 73 km to 92 km.</i></p>
44	Figure 17 Bike network – with mountain bike tracks	<p><b>Replace map to align with the Committee’s decisions.</b></p>
45	Figure 18 Bike network – 500m catchment	<p><b>Replace map to align with the Committee’s decisions.</b></p> <p><i>Note, catchment analysis will be done after the Committee’s decisions have been made. With an increase in network length, we expect most coverage statistics will also increase slightly.</i></p>
46	Table: Network catchment information	<p><b>Update table catchment statistics to align with the Committee’s decisions.</b></p>
49 & 50	Preferred separation of bikes and motor vehicles, by traffic speed and volume	 <p><b>Add:</b>  The white space in the top left of the diagram indicates that specific consideration needs to be given to determining the appropriate type of bike-friendly facility.</p>

Page	Section	Recommended change
61	Coordination with Let's Get Wellington Moving	<p><b>Amend all references to kilometres of network, to align with the Committee's decisions.</b></p> <p><i>Note, if all recommended changes are adopted, the LGWM bike network length decreases from 34.5 km to 33.3 km (including 2.4 km identified as Primary Desirable along the waterfront quays), and the WCC bike network length increases from 90 km to 110 km.</i></p>
62	Figure 19 Planned City Council and LGWM work	<p><b>Replace map to align with the Committee's decisions.</b></p> <p><i>Note, the city to Kelburn corridor, part of Lambton Quay, and Whitmore Street have been changed from LGWM to WCC. A new Kilbirnie to Hataitai corridor has been added to LGWM.</i></p>
63	Indicative programme	<p><b>Delete:</b></p> <p><del>We will be doing more work over the next few months to determine the priorities for other connections and projects in the transition programme.</del></p> <p><b>Add:</b></p> <p>An indicative programme has been developed which will be continually iterated to reflect Council priorities, delivery processes, programming constraints, coordination opportunities, and actual progress. Updates will be provided on the Transport Projects website.</p> <p>As a result of submissions, we have changed the status of the existing Oriental Bay shared path from 'complete' to 'needs upgrading'. However, developing the rest of the strategic network identified in the bike network plan is currently considered a higher priority than investing significant resources in further improving serviceable facilities in Oriental Bay.</p>
64	Indicative programme	<p><b>Delete:</b></p> <p><del>Public consultation on the bike network plan will be held in November/December 2021. Councillors will decide in early 2022 whether to adopt the bike network plan.</del></p> <p><b>Amend:</b></p> <p><del>At the same time, we would also propose</del> The Council has approved a network-wide strategic traffic resolution to ensure a transparent and consistent decision under the Land Transport Act 1998 by the Council as the Road Controlling Authority.</p>
67	Bike network funding	<p><b>Add new commentary to align with the Committee's decisions:</b></p> <p>At the currently approved funding level of \$226 million, approximately 87 km of transition projects and 62 km of transformation projects are expected to be delivered by 2030/31.</p> <p>With the increase in length of the adopted strategic bike network, the current rough order cost estimate for WCC's delivery of the expanded strategic bike network is \$324 million. Funding for this additional length will be considered in future annual plans and long-term plans.</p>
68	Next steps	<p><b>Delete:</b></p>

Page	Section	Recommended change
		<p><del>Consultation on this draft plan, mass rapid transit routes and the draft District Plan is happening at the same time in late 2021.</del></p> <p><del>Community feedback on the draft bike network plan will be considered by the Council's Planning and Environment Committee in early 2022 and we would expect the final plan to be adopted by the Council soon after.</del></p> <p><b>Amend:</b> The <del>final</del> plan will be a guide for the Council to build a safer, connected bike network.</p> <p><del>At the same time, we</del> We are continuing the following transformation projects:</p> <ul style="list-style-type: none"> <li>• The Parade upgrade (Island Bay)</li> <li>• Evans Bay (Greta Point to Cobham Drive)</li> <li>• Brooklyn Road.</li> </ul> <p><del>We are also planning installations for:</del></p> <ul style="list-style-type: none"> <li>• <del>the city to Newtown</del></li> <li>• <del>the city to Wellington Botanic Garden ki Paekākā.</del></li> </ul> <p><b>Add:</b> We will begin delivering our transitional bike network programme in 2022. The first two routes identified for bus and bike improvements are:</p> <ul style="list-style-type: none"> <li>• the city to Newtown</li> <li>• the city to Wellington Botanic Garden ki Paekākā.</li> </ul> <p>Following these corridors, we will be focussing on connections to Ngaio, Aro Valley, Karori, Molesworth/Mulgrave, Island Bay and Eastern suburbs. We will also be looking to integrate with renewals work happening on Ohiro and Middleton roads.</p> <p>We will work with Waka Kotahi to meet funding requirements so that the programme can be supported through the National Land Transport Programme.</p> <p>We will incorporate the strategic bike network into related plans like the District Plan and One Network Framework. This will enable the strategic bike network to be identified in Land Information Memoranda (LIMs).</p>
71	Streets in the draft bike network	<p><b>Amend title:</b> Streets in the <del>draft</del> strategic bike network</p> <p><b>Replace table heading definitions:</b> <b>Street name</b> is the street that is part of the strategic bike network. In some cases, streets will be listed multiple times if part of the street is classified differently or is split into different stages.</p> <p><b>Section of street</b> identifies the parts of the street included in the strategic bike network.</p>

Page	Section	Recommended change
		<p><b>Network classification</b> states whether the street is classed as a primary or secondary link in the strategic bike network following the definitions in the national One Network Framework guidance.</p> <p><b>Network stage</b> identifies the status (built or being built), or the responsibility for improving each street section.</p>
72-81	Streets in the draft bike network	<p><b>Replace entire table to align with the Committee’s decisions.</b></p> <p><i>Note, this will be the same table used for the strategic traffic resolution.</i></p>

# Paneke Pōneke -Bike Network Plan

## Strategic Traffic Resolution

<b>Reference</b>	Wellington Strategic Bike Network– Special Vehicle Lanes.
<b>What we are doing</b>	<p>Establishing bike lanes, bus lanes or bike/bus lanes (special vehicle lanes) at the kerbside of all roads listed as part of the Wellington City strategic bike network.</p> <p>Any changes to the roads will occur through a subsequent statutory process, either Traffic Management Plans for interim solutions or Traffic Resolutions for permanent changes.</p>
<b>Why we are changing</b>	To give effect to the Bike Network Plan.
<b>Locations where we will make changes</b>	All roads listed as primary or secondary in the Wellington City strategic bike network.
<b>Impact</b>	<p>Improves safety and accessibility for people on bikes and scooters, buses and emergency services.</p> <p>Relocating parking away from main roads may require additional parking management on side roads to manage additional demand.</p>
<b>How this relates to the Parking Policy</b>	Supports safe movement – facilitates the safe and efficient movement of people and goods by focusing on people moving along transport corridors rather than parking or storing stationary vehicles.
<b>Additional information</b>	<p>All existing parking and traffic restrictions will remain in place and be legally binding until such time as the new special vehicle lanes are installed through subsequent statutory processes.</p> <p>At the time of implementation, a further traffic resolution may be required to specify the type of vehicles permitted to use the special vehicle lane e.g. bus lane, bus only lane or bike lane.</p>

### Legal Description

Add to Schedule I (Special Vehicle Lanes) of the Traffic Restrictions Schedule.

Column 1	Column 2	Column 3
All sections of streets detailed in the following schedule that form part of the primary and secondary Wellington Strategic bike network	Special vehicle lane	For its entire length adjacent to the direction of traffic

<b>Prepared by</b>	Paul Barker	Street Transformation Manager
<b>Approved by</b>	Vida Christeller	Manager City Design
<b>Date</b>	10 March 2022	

# Paneke Pōneke -Bike Network Plan

## Strategic Traffic Resolution

Schedule of roads that form the primary and secondary Wellington City strategic bike network

Street name	Section of street	Network classification
Adelaide Rd	Rugby St - John St	Primary
Adelaide Rd	Luxford St - Dover St	Primary
Agra Cres	Ganges Rd - Nicholson Rd	Secondary
airport subway	Miro St - Coutts St	Primary
Allen Tce path	Allen Tce - Ranui Tce	Secondary
Aro St	Willis St - Epuni St	Primary
Aro St	Epuni St - Holloway Rd	Secondary
Barnett St	Cable St - waterfront	Secondary
Beazley Ave	Mark Ave - Bracken Rd	Secondary
Beauchamp St	McLellan St - Findlay St	Primary
Birdwood St	Braithwaite St - Chaytor St	Secondary
Blackbridge Rd	Wadestown Rd - Churchill Dr	Secondary
Boscobel Lane	2 Boscobel Lane - Willowbank Rd	Primary
Bowen St	Lambton Quay - Tinakori Rd	Primary
Box Hill	Station Rd - Nicholson Rd	Primary
Bracken Rd	Newlands Rd - Stewart Dr	Primary
Bracken Rd	Stewart Dr - Jane Gr	Secondary
Braithwaite St	Birdwood St - Lancaster St	Secondary
Breaker Bay Rd	Mantell St - Moa Point Rd	Secondary
Britomart St	Adelaide Rd - Farnham St	Secondary
Broadway	Miro St - Ira St	Primary
Broadway	Ira St - Seatoun Tunnel	Secondary
Broderick Rd	Johnsonville Rd - Moorefield Rd	Primary
Broderick Rd	Moorefield Rd - Truscott Ave	Secondary
Brooklyn Rd	Willis St - Ohiro Rd	Primary
Brougham St	Ellice St - Paterson St slip road	Primary
Buckle St	Sussex St - Cambridge Tce	Primary
Buller St West	Oak Park Ave - Buller St	Primary
Buller St	Buller St West - Ghuznee St	Primary

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Street name	Section of street	Network classification
Bunny St	Waterloo Quay - Featherston St	Primary
Bunny St	Featherston St - Lambton Quay	Secondary
Burma Rd	Moorefield Rd - Station Rd	Primary
Cable St	Jervois Quay - Oriental Pde	Primary desired
Cambridge St	Main Rd - Oxford St	Secondary
Cambridge Tce	Courtenay Pl - Wakefield St	Primary
Cameron St	Kaiwharawhara Rd - Marsh Way	Secondary
Camperdown Rd	Park Rd - Darlington Rd	Secondary
Cashmere Ave	railway crossing - Mandalay Tce	Secondary
Cecil Rd	Wadestown Rd - Margaret St	Secondary
Centennial Highway	Hutt Rd - Johnsonville Rd off-ramp	Primary
Chaffers St	Cable St - waterfront	Primary
Chaffers St	Wakefield St - Cable St	Primary
Chamberlain Rd	Darwin St - Samuel Parnell Rd	Secondary
Chaytor St	Waiapu Rd - Old Karori Rd	Primary
Childers Tce	Rongotai Rd - Coutts St	Secondary
Churchill Dr	Waikowhai St - Wilton Rd	Secondary
Cleveland St	Ohiro Rd - Washington Ave	Secondary
Cobham Dr Crossing	Cobham Dr - Tacy St	Primary
Cobham Dr Cycleway	Evans Bay Pde - Shelly Bay Rd	Primary
Cockayne Rd	Khandallah Rd - Box Hill	Primary
Cockburn St	Queens Dr - Onepu Rd	Secondary
Constable St	Coromandel St - Alexandra Rd	Primary
Coromandel St	Wilson St - Constable St	Primary
Courtenay Pl	Cambridge Tce - Taranaki St	Primary
Coutts St	Tirangi Rd - airport subway	Primary
Coutts St	Te Whiti St - Tirangi Rd	Secondary
Crawford Rd	Alexandra Rd - Rongotai Rd	Primary
Crofton Rd	Ottawa Rd - Kenya St	Primary
Curnow Way	Bridle Track - Marsh Way	Secondary
Curtis St	Chaytor St - Wilton Rd	Secondary

# Paneke Pōneke -Bike Network Plan

## Strategic Traffic Resolution

Street name	Section of street	Network classification
Customhouse Quay slip lane	Willeston St - Jervois Quay	Primary desired
Customhouse Quay	Brandon St - Whitmore St	Primary desired
Daniell St	Roy St - Manchester St	Secondary
Darwin St	Chamberlain Rd - Ranelagh St	Secondary
Dixon St	Taranaki St - Willis St	Primary
Duncan St	Tawa College driveway - Hinau St	Primary
Dundas St	Ferry St - Inglis St	Secondary
Ellice St	Kent Tce - Brougham St	Primary
Evans Bay Pde	Carlton Gore Rd - Greta Point lookout	Primary
Evans Bay Pde	Greta Point lookout - Wellington Rd	Primary
Evans Bay Pde	Cobham Dr - Rongotai Rd	Primary
Farnham St	158 Britomart St - The Ridgeway	Secondary
Featherston St	Mulgrave St - Panama St	Primary
Fernlea Ave	Marshall St - Karori Park	Secondary
Ferry St	Tio Rd - Seatoun Tunnel	Secondary
Findlay St	Gee St - Beauchamp St	Primary
Friend St	Hatton St - Parkvale Rd	Secondary
Ghuznee St	The Terrace - Victoria St	Primary
Glasgow St	Kelburn Pde - Upland Rd	Secondary
Glenmore St	Patanga Cres - Karori Tunnel	Primary
Grant Rd	Park St - Wadestown Rd	Secondary
Grenada Dr	Westchester Dr - Mark Ave	Secondary
Hamilton Rd	Kupe St - Wellington Rd	Secondary
Happy Valley Rd	Owhiro Bay Pde - Ohiro Rd	Secondary
Hataitai shared path	Taurima St - Patterson St via Mt Victoria Tunnel	Primary
Hatton St	Karori Rd - Friend St	Secondary
Helston Rd	Middleton Rd - Stewart Dr	Primary
Helston Rd	Stewart Dr - Jane Gr	Secondary
Hill St	Molesworth St - Tinakori Rd	Secondary
Hobart St	Kedah St - Miramar Ave	Secondary



# Paneke Pōneke -Bike Network Plan

## Strategic Traffic Resolution

Street name	Section of street	Network classification
Hunter St waterfront link	Jervois Quay - waterfront	Secondary
Hunter St	Customhouse Quay - Jervois Quay	Primary
Hutt Rd	Ngauranga Gorge - Onslow Rd	Primary
Hutt Rd	Onslow Rd - Thorndon Quay	Primary
Inglis St	Marine Pde - Mantell St	Secondary
Ira St	Broadway - Miramar Ave	Primary
Izard Rd	Ranui Cres - Jubilee Rd	Secondary
Jervois Quay	Taranaki St - Brandon St	Primary desired
John St	Adelaide Rd - Wallace St	Secondary
Johnsonville Rd off-ramp northbound	Centennial Highway - Johnsonville Rd	Primary
Johnsonville Rd	SH 1 off-ramp - Moorefield Rd	Primary
Jubilee Rd	Izard Rd - Nicholson Rd	Secondary
Kaiwharawhara Bridle Track	Nicholson Rd - Curnow Way	Secondary
Kaiwharawhara Rd	Hutt Rd - Ngaio Gorge Rd	Primary
Karaka Bay Rd	Awa Rd - Fortification Rd	Secondary
Karo Dr shared path	Buckle St - Oak Park Ave	Primary
Karori Rd	Old Karori Rd - Chamberlain Rd	Primary
Karori Rd	Chamberlain Rd - South Karori Rd	Secondary
Karori Tunnel	Glenmore St - Waiapu Rd	Primary
Kelburn Pde	Salamanca Rd - Glasgow St	Secondary
Kemp St	Evans Bay Pde - 71 Kemp St	Secondary
Kent Tce	Wakefield St - Ellice St	Primary
Kenya St	Crofton Rd - Trelissick Cres	Primary
Khandallah Rd	Cockayne Rd - Colway St	Primary
Kilbirnie shared path	Kemp St - Rongotai Rd	Secondary
Kupe St	Moxham Ave - Hamilton Rd	Secondary
Lady Elizabeth Lane	Waterloo Quay - Jervois Quay	Secondary
Lambton Quay	Willis St - Bowen St	Secondary
Lambton Quay	Bowen St - Bunny St	Secondary

# Paneke Pōneke -Bike Network Plan

## Strategic Traffic Resolution

Street name	Section of street	Network classification
Lancaster St	Karori Rd - Braithwaite St	Secondary
Leonie Gill path south	Leonie Gill path - Lyall Bay Pde	Secondary
Leonie Gill path	Onepu Rd - Tirangi Rd	Primary
Leonie Gill path	Cockburn St - Onepu Rd	Secondary
Luckie St	McLellan St - Grasslees Reserve	Secondary
Luxford St	Rintoul St - Adelaide Rd	Primary
Lyall Pde	Moa Point Rd - Queens Dr	Secondary
Mairangi Rd	Margaret St - Pembroke Rd	Secondary
Manchester St	Owen St - Daniell St	Secondary
Mansfield St	Riddiford St - Roy St	Secondary
Margaret St	Cecil Rd - Mairangi Rd	Secondary
Marine Pde	Inglis St - Awa Rd	Secondary
Mark Ave	Beazley Ave - Grenada Dr	Secondary
Marsh Way	Cameron St - Curnow Way	Secondary
Marshall St	Ranelagh St - Fernlea Ave	Secondary
Massey Rd	Shelly Bay Rd - Fortification Rd	Secondary
McKinley Cres	Ohiro Rd - Taft St	Secondary
McLellan St	Beauchamp St - Hinau St	Primary
McLellan St	Beauchamp St - Luckie St	Secondary
McLellan St	Hinau St - Ranui Tce	Secondary
Melville St	Oxford St - Duncan Tce	Primary
Middleton Rd	Helston Rd - Willowbank Rd	Primary
Miramar Ave	Shelly Bay Rd - Tauhinu Rd	Primary
Miramar Ave	Tauhinu Rd - Park Rd	Primary
Miramar Ave	Park Rd - Ira St	Primary
Miro St	Broadway - airport subway	Primary
Miro St	airport subway - Kedah St	Secondary
Moa Point Rd	Lyall Pde - Breaker Bay Rd	Secondary
Molesworth St	Lambton Quay - Tinakori Rd	Secondary
Moorefield Rd	Broderick Rd - Haumia St	Primary
Moorefield Rd	Frankmoore Ave - Broderick Rd	Primary

# Paneke Pōneke -Bike Network Plan

## Strategic Traffic Resolution

Street name	Section of street	Network classification
Moorefield Rd	Johnsonville Rd - Frankmoore Ave	Primary
Moorefield Rd	Johnsonville Rd - Helston Rd	Primary
Mornington Rd	Taft St - Mills Rd	Secondary
Moxham Ave	Taurima St - Kupe St	Secondary
Mulgrave St	Pipitea St - Thorndon Quay	Secondary
Murphy St	Park St - Pipitea St	Secondary
Newlands Rd off ramp northbound	Centennial Highway northbound - Newlands Rd	Primary
Newlands Rd on-ramp southbound	Newlands Rd - Centennial Highway southbound	Primary
Newlands Rd	SH 1 - Bracken Rd	Primary
Ngaio Gorge Rd	Kenya St - Kaiwharawhara Rd	Primary
Nicholson Rd	Cockayne Rd - Agra Cres	Secondary
Nicholson Rd	Jubilee Rd - Calcutta St	Secondary
Northland Rd	Glenmore St - Pembroke Rd	Secondary
Northland Tunnel Rd	Chaytor St - Raroa Cres	Secondary
Oak Park Ave	Buller St - Karo Dr shared path	Primary
Ohiro Rd	Brooklyn Rd - Tanera Cres	Primary
Ohiro Rd	Tanera Cres - Todman St	Primary
Ohiro Rd	Todman St - Happy Valley Rd	Secondary
Old Karori Rd	Rosehaugh Ave - Chaytor St	Secondary
Onepu Rd	Rongotai Rd - Leonie Gill Pathway	Primary
Onepu Rd	Leonie Gill Pathway - Lyall Pde	Secondary
Oriental Pde	Herd St - Freyberg Pool	Primary
Oriental Pde	Freyberg Pool - Carlton Gore Rd	Primary
Oriental Pde	Kent Tce - Herd St	Primary
Ottawa Rd	Colway St - Crofton Rd	Primary
Owhiro Bay Pde	Severn St - Happy Valley Rd	Secondary
Oxford St Tawa Mall north car park	Oxford St - Main Rd	Primary
Oxford St walkway	Oxford St - Davies St	Secondary
Oxford St	Melville St - Oxford St Tawa Mall north car park	Primary

# Paneke Pōneke -Bike Network Plan

## Strategic Traffic Resolution

Street name	Section of street	Network classification
Oxford St	Oxford St Tawa Mall north car park - Davies St walkway	Secondary
Oxford St	Cambridge St - Melville St	Secondary
Panama St	Lambton Quay - Customhouse Quay	Primary
Park Rd	Miramar Ave - Camperdown Rd	Secondary
Park St	Tinakori Rd - Grant Rd	Secondary
Parkvale Rd	Samuel Parnell Rd - Friend St	Secondary
Pembroke Rd	Orangi Kaupapa Rd - Mairangi Rd	Secondary
Post Office Sq	Jervois Quay west - Customhouse Quay	Primary
Queens Dr	Coutts St - Cockburn St	Secondary
Queens Dr	Lyall Pde - The Esplanade	Secondary
Queens Wharf	Jervois Quay - waterfront	Secondary
Ranelagh St	Darwin St - Marshall St	Secondary
Ranui Cres	Cashmere Ave - Izard Rd	Secondary
Ranui Tce	McLellan St - Allen Tce path	Secondary
Raroa Cres	Chaytor St - Moana Rd	Secondary
Raroa Rd	Holloway Rd - Raroa Cres	Secondary
Reef St	The Esplanade - The Parade	Secondary
Riddiford St	Adelaide Rd - Emmett St	Primary
Riddiford St	Emmett St - Wilson St	Primary
Riddiford St	Wilson St - Russell Tce	Secondary
Rintoul St	Riddiford St - Luxford St	Primary
Rongotai Rd	Onepu Rd - Mahora St	Primary
Rongotai Rd	Crawford Rd - Onepu Rd	Primary
Rongotai Rd	Onepu Rd - Troy St	Secondary
Rosehaugh Ave	Old Karori Rd - Seaforth Tce	Secondary
Roy St	Mansfield St - Daniell St	Secondary
Ruahine St	Wellington Rd - Taurima St	Primary
Rugby St	Adelaide Rd - Tasman St	Secondary
Russell Tce	Riddiford St - Te Wharepouri St	Secondary
Salamanca Rd	The Terrace - Kelburn Pde	Secondary

# Paneke Pōneke -Bike Network Plan

## Strategic Traffic Resolution

Street name	Section of street	Network classification
Samuel Parnell Rd	Parkvale Rd - Chamberlain Rd	Secondary
Seaforth Tce	21 Seaforth Tce - Rosehaugh Ave	Secondary
Seatoun Tunnel	Broadway - Ferry St	Secondary
Shelly Bay Rd	Miramar Ave - Massey Rd	Secondary
South Karori Rd	Karori Rd - 105 Hazlewood Ave	Secondary
Station Rd	Burma Rd - railway crossing	Secondary
Stewart Dr	Bracken Rd - Helston Rd	Primary
Tacy St	Rongotai Rd - Cobham Dr crossing	Primary
Takapu Rd path	SH1 on and off ramp - Jamaica Dr	Secondary
Takapu Rd	Main Rd - Takapu Rd path	Secondary
Taranaki St	Cable St - waterfront	Primary
Taranaki St	Manners St - Hankey St	Primary
Taranaki St	Cable St - Manners St	Primary
Tasman St	Tory St - Rugby St	Secondary
Taurima St	Ruahine St - Moxham Ave	Secondary
Tawa shared path	Boscobel Lane - Tawa College driveway	Primary
Tawa shared path	Gee St - Kenepuru Station	Primary
Tawa shared path	Luckie St - Duncan St via Grasslees Reserve, Tawa Pool and railway crossing	Secondary
Te Wharepouri St	Russell Tce - Rintoul St	Secondary
Te Whiti St	Rongotai Rd - Coutts St	Secondary
The Esplanade	Queens Dr - Severn St	Secondary
The Parade	Dover St - Dee St	Primary
The Parade	Dee St - Avon St	Primary
The Parade	Avon St - Medway St	Primary
The Parade	Medway St - Reef St	Secondary
The Ridgeway	Mornington Rd - Farnham St	Secondary
The Terrace	Bowen St - Ghuznee St	Primary
Thorndon Quay	Mulgrave St - Tinakori Rd	Primary
Tinakori Rd	Bowen St - Patanga Cres	Primary
Tinakori Rd	Hill St - Bowen St	Secondary

# Paneke Pōneke -Bike Network Plan

## Strategic Traffic Resolution

Street name	Section of street	Network classification
Tirangi Rd	Coutts St - Kingsford Smith St	Primary
Tory St	Courtenay Pl - Vivian St	Secondary
Tory St	Vivian St - Tasman St	Secondary
Tory St	Cable St - Courtenay Pl	Secondary
Upland Rd	Upland Rd cable car terminus - Glenmore St	Secondary
Victoria St	Hunter St - Dixon St	Primary
Victoria St	Dixon St - Karo Dr	Primary
Victoria St	Karo Dr - Webb St	Primary
Wadestown Rd	Grant Rd - Blackbridge Rd	Secondary
Waikowhai St	Ottawa Rd - Churchill Dr	Secondary
Wakefield St	Chaffers St - Taranaki St	Primary desired
Wakefield St	Cambridge Tce - Chaffers St	Primary
Wakely Rd path	Spenmoor St - Centennial Highway	Secondary
Wakely Rd	Newlands Rd - Spenmoor St	Secondary
Wallace St	Hankey St - Hargreaves St	Primary
Wallace St	Hargreaves St - Hutchison Rd	Secondary
Walworth Rd	Curtis St - Seaforth Tce	Secondary
Waterfront	Herd St - Taranaki St waterfront link	Primary
Waterfront	Taranaki St waterfront link - Waterloo Quay	Secondary
Waterloo Quay	Whitmore St - Bunny St	Primary desired
Waterloo Quay	Bunny St - Aotea Quay	Secondary
Webb St	Victoria St - Willis St	Primary
Wellington Rd	Evans Bay Pde - Kilbirnie Cres	Primary
Wellington Rd	Ruahine St - Hamilton Rd	Primary
Wellington Rd	Crawford Rd - Ruahine St	Primary
Westchester Dr	Middleton Rd - Grenada Dr	Secondary
Westchester Dr	Middleton Rd - Amesbury Dr	Secondary
Whitmore St waterfront link	Customhouse Quay - waterfront	Secondary
Whitmore St	Lambton Quay - Customhouse Quay	Primary
Willeston St waterfront link	Jervois Quay - waterfront	Secondary

# Paneke Pōneke -Bike Network Plan

## Strategic Traffic Resolution

Street name	Section of street	Network classification
Willeston St	Victoria St - Willis St	Primary
Willeston St	Jervois Quay - Victoria St	Secondary
Willis St	Dixon St - Aro St	Primary
Willis St	Aro St - Nairn St	Primary
Willis St	Willeston St - Dixon St	Secondary
Willowbank Rd	Main Rd - Middleton Rd	Primary
Wilson St	Riddiford St - Coromandel St	Primary
Wilton Rd	Curtis St - Blackbridge Rd	Secondary





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## **COBHAM DRIVE - SPEED SETTING CHANGE**

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### **Kōrero taunaki | Summary of considerations**

#### **Purpose**

1. Wellington City Council initiated a speed limit review of a small section of local road on Cobham drive as part of the Let's Get Wellington Moving (LGWM) programme, and specifically the Cobham Drive Crossing and SH1 Safer Speeds proposal (the proposal).
2. This report summarises the feedback received on the public consultation carried out by Let's Get Wellington Moving on the proposal (including the section of Wellington City Council local road) between 28 June and 28 July 2021. The report also summarises the feedback received during hearings held by Wellington City Council on the proposed speed change for the discrete section of local road.
3. This report to Pūroro Āmua | Planning and Environment Committee seeks approval of the proposed change of speed on the local road section of Cobham Drive from 70km/hr to 60km/hr in order to align the speed environment with the broader proposal.

### **Strategic alignment with community wellbeing outcomes and priority areas**

Aligns with the following strategies and priority areas:

- |  |  |
|--|--|
| <b>Strategic alignment with priority objective areas from Long-term Plan 2021–2031</b> | <input type="checkbox"/> Sustainable, natural eco city   |
|  | <input checked="" type="checkbox"/> People friendly, compact, safe and accessible capital city         |
|  | <input type="checkbox"/> Innovative, inclusive and creative city                                       |
|  | <input type="checkbox"/> Dynamic and sustainable economy   |
|  | <input type="checkbox"/> Functioning, resilient and reliable three waters infrastructure               |
|  | <input type="checkbox"/> Affordable, resilient and safe place to live                                  |
|  | <input checked="" type="checkbox"/> Safe, resilient and reliable core transport infrastructure network |
|  | <input type="checkbox"/> Fit-for-purpose community, creative and cultural spaces                       |
|  | <input type="checkbox"/> Accelerating zero-carbon and waste-free transition                            |
|  | <input type="checkbox"/> Strong partnerships with mana whenua  |

#### **Relevant Previous decisions**

#### **Significance**

The decision is **rated low significance** in accordance with schedule 1 of the Council's Significance and Engagement Policy.

#### **Financial considerations**

- |   |  |   |
|---|--|---|
| <input checked="" type="checkbox"/> Nil | <input type="checkbox"/> Budgetary provision in Annual Plan / Long-term Plan | <input type="checkbox"/> Unbudgeted \$X |
|---|--|---|

4. The cost of the Wellington City Council speed change component is \$2,750. This will be funded from the project.

#### **Risk**

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|  Low      |  Medium      |  High      |  Extreme

Author	Kylie Hook, Principle Advisor Transport (LGWM)
Authoriser	Siobhan Procter, Chief Infrastructure Officer

## Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That Pūroro Āmua | Planning and Environment Committee:

- 1) Receive the information
- 2) Note the results of the public consultation, which received 3,519 submissions for Cobham Drive Crossing and SH1 Safer Speeds proposal, of those submissions 24% replied to the proposed speed limit changes on Cobham Drive controlled by Wellington City Council.
- 3) Note Waka Kotahi approved both the Cobham Drive Crossing and speed limit changes along SH1 components of the proposal on 1 March 2022 (refer to Attachment 1).
- 4) Agree to approve the following Speed Limit resolutions under Part 6 of the Wellington City Council Consolidated Bylaw 2008 and Land Transport Rule - Speed Limits 2017 (Speed Limit Bylaw) (refer to Attachment 1):

Table 1: Proposed speed limit for Cobham Drive

Area	Legal Description	Existing Speed Limit (km/h)	Proposed Speed Limit (km/h)
Miramar		70	60

- 5) Note that in accordance with the Land Transport Rule: Setting of Speed Limits (2017) (the Speed Rule) and the Speed Limit Bylaw, the resolution will be recorded in the Register of Speed Limits and the relevant speed limits on the Councils Speed Limit Plans will cease to have effect.

## Whakarāpopoto | Executive Summary

5. As part of the Let's Get Wellington Moving Programme, and specifically the Early delivery Cobham Crossing and State Highway Safer Speeds, a speed limit review for SH1 Mount Victoria Tunnel to Wellington Airport was undertaken by Waka Kotahi. This review identified that some of the existing speed limits are not safe or appropriate for the road and identified new speed limits that are considered safe and appropriate. The primary reason is to improve safety for vulnerable road users such as pedestrians and cyclists as soon as possible. It is also particularly important to fill the current gaps in safer connections for people walking, cycling, running, riding scooters or using wheelchairs, by enabling the installation of an at grade, signalised crossing. There is strong alignment with New Zealand's Road Safety Strategy 2020-2030, Road to Zero<sup>1</sup>, targets and the Waka Kotahi Road to Zero Speed and Infrastructure Management Strategic Programme which will contribute to reduce deaths and serious injuries.

<sup>1</sup> <https://www.nzta.govt.nz/safety/what-waka-kotahi-is-doing/nz-road-safety-strategy/>

6. The process undertaken to establish the safe and appropriate speeds for this part of the State Highway network was undertaken in accordance with the requirements of the Speed Rule.<sup>2</sup>.
7. Following the approval of the speed limit proposal by Waka Kotahi on 1 March 2022, the new speed limits for the State Highway component of the proposal will be brought into force by notification in the Gazette. These steps will be undertaken by Waka Kotahi and become operative on 26 April 2022.
8. A short length of Cobham Drive under the control of the Wellington City Council has undergone a speed review to enable alignment with the proposed changes on SH1. This 130m section of Cobham Drive heading north from the SH1 Calabar Road Roundabout, has existing speeds of 70km/hr then changes to 50km/hr 130m north of the roundabout. as indicate on Attachment 1.
9. Further factors supporting a reduction in the maximum speed environment along the corridor is road geometry, the corridor length, current speed limit, average operating speed, safe and appropriate speed, land-use / access along the corridor, hazards and controls which increase (or mitigate) the likelihood or severity of a crash and crash history.
10. Public consultation on the proposed speed limit change was undertaken in June and July 2021 as part of the Let's Get Wellington Moving Cobham Crossing and Safer Speeds proposal. Oral submissions on the local road component were heard before the committee on 10<sup>th</sup> February 2022, with submitters generally in support of the speed change from 70km/hr to 60km/hr, as Attachment 2.
11. No changes are recommended to the speed proposal post consultation.

### **Takenga mai | Background**

12. The section of the SH1 Mount Victoria Tunnel to Wellington Airport corridor was identified as a priority for the Let's Get Wellington Moving programme to align with the proposed at-grade signalised pedestrian crossing on SH1 Cobham Drive. The speed technical assessment was undertaken in May 2019.
13. Current speeds along this stretch of corridor (SH1) are 50km/hr and 70km/hr, with the Council controlled section of Cobham Drive set at 70 km/hr.
14. Each day around 34,500 vehicles travel from the Basin roundabout to Wellington Airport (21,000vpd on Cobham Drive, Council controlled section).
15. On SH1 between 2011 and 2020 there were a total of 528 crashes, including 21 serious outcome crashes (DSIs) on this section of SH1. 2 people were killed, and 22 people were seriously injured in these crashes. On Council controlled Cobham Drive section there were a total of 4 minor crashes causing minor injury.
16. Waka Kotahi approved the Cobham Drive speed limit changes along SH1 components of the proposal on 1 March 2022

Table 2: Proposed speed limit for Cobham Drive SH1N

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<sup>2</sup> in particular Section 2.7 and Section 4.4 (2) (c)

SH1N Mount Victoria to Wellington Airport	Existing Speed Limit (km/h)	MegaMaps 3 <sup>2</sup> Speed Limit (km/h)	Mean Operating Speeds (Source: MM 3) (km/h)	Recommended Speed Limit (km/h)
Basin Roundabout to Taurima Street	50	50	47	50
Taurima Street to Wellington Road	70	50	55	50
Wellington Road to Evans Bay Parade	50	50	39	50
Evans Bay Parade to Broadway (Increasing and decreasing directions)	70	50 & 60	54	60

17. A speed review was undertaken on the Council controlled section of Cobham Drive, resulting in the following speed proposal

Table 3: Proposed speed limit for Council controlled Cobham Drive

Total weekly volume (vehicles)	Existing Speed Limit (km/h)	85 <sup>th</sup> % Speed (km/h)	Mean Speed (km/h)	Recommended Speed Limit (km/h)
22,310	70 - 50	61 – 65	49 – 60	50 – 60

18. The speed along State Highway 1 (Cobham Drive and Calabar Road) will reduce from 70km/h to 60km/h which will align with wider network changes proposed by Let's Get Wellington Moving.
19. The new permanent speed limits will have minimal impact on travel times. Over this 4.6km section of highway it will increase the travel time for drivers by approximately less than 1 minute.
20. The project will deliver improved safety benefits through reduced crash risk - current crash risk 0.4/yr, reduced to 0.22/yr (45% reduction).
21. Let's Get Wellington Moving consulted the community on the Cobham Drive Crossing and SH1 Safer Speeds proposal between 28 June and 28 July 2021. The consultation also included the portion of Wellington City Council controlled Cobham Drive, including the option for submitters to be heard on the proposed speed changes on the local road only. Refer to the Consultation Report (Attachment 3).
22. Four oral submissions were heard by the Council's Traffic Resolution Hearing Panel on 10 February 2022. A written summary of the hearings has been signed off by the Chair of the Hearing Panel and included as Attachment 2. A recording of this Hearing Panel can be found here: <https://youtu.be/hat13IX2ji0>

23. Waka Kotahi approved the SH1 speed limit changes on 1 March 2022, with the gazette notice published on 2 March 2022.

### **Kōrerorero | Discussion**

24. Most crashes are caused by several factors. Even when it's not the primary cause of a crash, speed is most likely to determine whether someone is killed, injured or walks away unharmed. Small reductions in speed improve the chances of survival.
25. Road safety experts agree that the faster the traffic the harder it is for a cyclist or pedestrian to judge a safe crossing time and a 70km/h speed limit is too high for this area, adjacent to where people walk and cycle.
26. The speed limit review of the Wellington City Council controlled section of Cobham Drive has been undertaken in accordance with the Speed Rule as well as the Bylaw. In summary, the process requires the following:
- A review of the areas to determine the suitability of the proposed speed limits
  - Consultation with affected parties and stakeholders
  - Formal adoption by the road controlling authority and notification of the changes before the new speed limit takes effect
27. The oral submissions heard were in favour of the reduced speed, with much of the opposition associated with the installation of the at-grade signalised intersection on Cobham Crossing and the proposed speed limit reductions along SH1.
28. Officers recommend the 130m length of Cobham Drive currently posted at 70km/h is reduced to 60km/h.

### **Kōwhiringa | Options**

29. To approve the proposed resolution to reduce the speed.
30. To not approve the proposed resolution and leave the speed limit as is.
31. Differential speeds on such a small section of Cobham Drive will be a safety issue, not only for general traffic but for adjacent active modes in judgement when crossing the road. Given the information supporting the reduction in speed and that the balance of the transport corridor has had its speed reduced, it is strongly recommended that the resolution is passed.

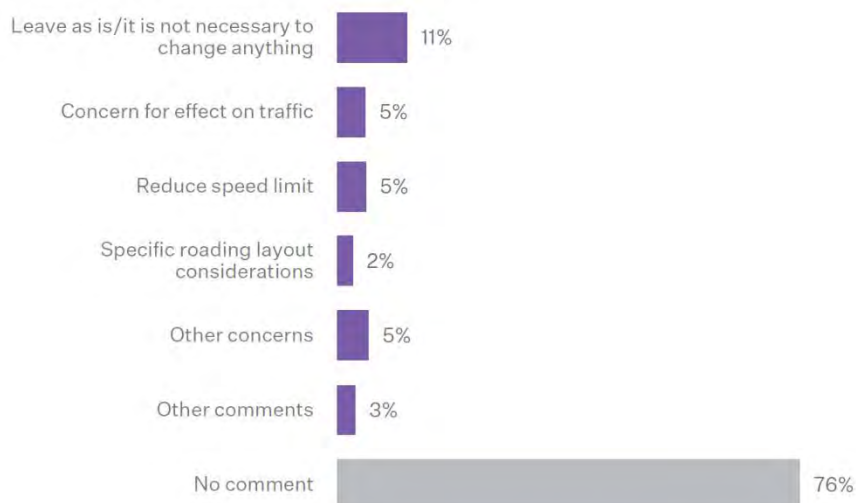
### **Whai whakaaro ki ngā whakataunga | Considerations for decision-making**

#### **Alignment with Council's strategies and policies**

32. The proposed resolution aligns with Council strategies and policies including the 2021-2031 Long-Term Plan, Cycling Policy, Parking Policy, Te Atakura -First to Zero Low Carbon Capital Plan and Walking Policy.

**Engagement and Consultation**

- 33. 3,519 submissions were received on the proposed pedestrian crossing and speed limit consultation. Fewer respondents provided commentary on the speed limits than for the crossing proposal (54% provided commentary for the speed consideration vs. 88% for the crossing). Almost half of all respondents (46%) did not leave additional comments on this consultation question.
- 34. Of the total comments provided by respondents, just over a quarter of all respondents have concerns/disagree with the proposed speed limit reduction (28%).
- 35. Only a quarter of respondents (24%) provided comments on the short stretch of local road on Cobham Drive 100m north of Calabar Road roundabout. These comments tended to be varied and still focused on a big picture desire for no change. No issues were raised regarding safer speed limits on these sections of roads that had not already been considered by the project team.



*Q. Please provide your comments on the short section of local road: Cobham Drive 100m north of Calabar Road roundabout.  
 Base: All submissions (n=3,512)*

- 36. The way that people travel around the area had a large bearing on whether they think safety should be improved. In terms of the perceived importance of making changes, those who are likely to be more severely affected by an accident (e.g. those who are less protected by being in a vehicle) tend to feel it is more important to make changes, while car/truck drivers were more likely to say it was not important.
- 37. Overall, 50% of respondents believe it is important or very important to improve safety along SH1 while 19% of respondents said it was not important. Three-quarters of people who cycle believe it is important to improve safety, and two-thirds of people who walk. More than a third of people who drive a car or truck do not believe it is important to improve safety.



Q. How important is it to make changes to improve safety on State Highway 1?  
Base: All submissions (n=3,512)

38. The main themes that were expressed in the feedback from the public solely regarding the speed limit proposals are summarised in the table below, alongside the consideration of these themes.

Table 3: Speed Limit Themes

Issues/Comments	Waka Kotahi Consideration
<p>Concerns or disagreement with the proposal for safer speed limits</p> <ul style="list-style-type: none"> <li>Keep speed limits the same</li> <li>It is a highway not residential street</li> <li>Pedestrians and cyclists have their own lane so why slow down</li> </ul>	<p>The change to a lower speed limit will ensure this section of the road is safer for everyone.</p> <p>Large stretches of this route are residential areas, and the area is increasingly popular for walking and cycling.</p> <p>The proposed crossing across Cobham Drive also supports the introduction of safer speed limit.</p> <p>Speed is a factor in every crash and can be the factor that determines whether someone is killed, seriously injured, or walks away unharmed.</p> <p>A small reduction in speed can make a big difference, especially when cyclists or pedestrians are involved.</p>
<p>Concerns about the impact of safer speed limits on traffic flow</p> <ul style="list-style-type: none"> <li>Lower speed limits will make traffic worse</li> <li>Longer travel times</li> </ul>	<p>The proposed speed limits are expected to have minimal impact on journey times.</p> <p>The theoretical increase in travel-time is 33 seconds. However, the average travel speeds are generally lower than the proposed speed limit and therefore these theoretical travel times are not often achieved.</p> <p>At times of high congestion, the lower speed limits will have no impact on journey times.</p>
<p>Support for safer speed limits</p> <ul style="list-style-type: none"> <li>Agree with proposal</li> <li>Make speed limit 50km/h</li> </ul>	<p>The change to a lower speed limit will ensure this section of the road is safer for everyone, as discussed in this report.</p>



Issues/Comments	Waka Kotahi Consideration
<p>Questions of actual safety</p> <ul style="list-style-type: none"> <li>• Lower speed limit would not be safer</li> <li>• Lower speed would be safer for everyone</li> </ul>	<p>The change to a lower speed limit will ensure this section of the road is safer for everyone.</p>
<p>Other speed related commentary</p> <ul style="list-style-type: none"> <li>• Keep the proposed speed limits consistent</li> <li>• Speed limit isn't the problem</li> <li>• Can't get up to full speed anyway</li> </ul>	<p>The change to a lower speed limit will ensure this section of the road is safer for everyone.</p> <p>Speed is a factor in every crash and can be the factor that determines whether someone is killed, seriously injured, or walks away unharmed.</p> <p>A small reduction in speed can make a big difference, especially when cyclists or pedestrians are involved.</p> <p>At times of high congestion, the lower speed limits will have no impact on journey times.</p>

39. A consultation summary report (Attachment 3) is appended to this paper for further reference.
40. On the Council controlled Cobham Drive section, oral submission comments were all in support of the speed change from 70km/hr to 60km/hr. Two submissions suggested a further reduction to 50km/hr.

### Implications for Māori

41. Let's Get Wellington Moving's Mana Whenua partners, Taranaki Whānui and Ngāti Toa are well aware of the crossing and speed review through the LGWM Programme's regular hui and Governance Reference Group meetings. No concerns have been raised in either forum.

### Financial implications

42. There are no financial implications. The cost of construction works is to be funded from the Let's Get Wellington Moving Programme's Cobham Drive Crossing and SH1 Safer Speeds budget.

### Legal considerations

43. Changing a speed limit can have significant implications for motorists. Consequently, the Council is required to carry out a rigorous procedure to change a speed limit.
44. The process undertaken to establish the safe and appropriate speeds has been undertaken in accordance with the requirements of Part 6 of the Wellington City Council Consolidated Bylaw 2008 and the Land Transport Rule - Setting of Speed Limits 2017, Rule 54001/2017 (Speed Rule), in particular Section 2.7 and Section 4.4 (2) (c).

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45. The Council can make Speed Limit resolutions for Cobham Drive under Part 6 of the Wellington City Consolidated Bylaw.

### **Risks and mitigations**

46. None identified for this specific resolution.

### **Disability and accessibility impact**

47. None identified for this specific resolution.

### **Climate Change impact and considerations**

48. None identified for this specific resolution.

### **Communications Plan**

49. The Waka Kotahi decision on the crossing and speed review was released to key stakeholders and the media on 3 March 2022. Submitters also received formal notification of the decision.
50. Letters advising of the speed limit changes were issued to the statutory stakeholders, Waka Kotahi and NZ Police on 3 March 2022. These letters included the section of Wellington City Council local road, noting the decision on the speed limit change was pending.

### **Health and Safety Impact considered**

51. We have considered the safety impacts of this proposal with the primary reason to improve safety for vulnerable road users such as pedestrians and cyclists as soon as possible.
52. There is strong alignment with WCC Long-term Plan 2021–2031 of a People friendly, compact, safe and accessible capital city and with New Zealand’s Road Safety Strategy 2020-2030, Road to Zero targets and the Waka Kotahi Road to Zero Speed and Infrastructure Management Strategic Programme which will contribute to reduce deaths and serious injuries.

### **Ngā mahinga e whai ake nei | Next actions**

53. Assuming approval, a gazette notice will be drafted and published, setting an implementation date of 26 April 2022. This aligns with the implementation date of the Waka Kotahi speed limit change.
54. Assuming approval, officers will confirm with Let’s Get Wellington Moving, that the local road speed changes are to be included within the Cobham Crossing and Safer Speed construction project.

### **Attachments**

- Attachment 1. SH1 and Cobham Drive Speed Limit Changes  
Attachment 2. Safer Speeds Hearing - oral submission summary

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Attachment 3. Let's Get Wellington Moving Cobham Drive Crossing and Safer  
Speeds Consultation Summary Report



## **Cobham Drive Safer Speeds Hearing**

In general, the oral submissions were in support of the Cobham Drive changes for safer speeds. Two submissions were suggesting the speed limit should be dropped to 50km/hr and not the 60km/hr.

Themes from LGWM – Consultation process on WCC controlled 130m section;

- Submitters agree to safer speeds
- 2 submitters think 50km/hr rather than 60km/hr

### **Ellen Blake - Living Streets**

Living Streets strongly supports safer speeds but recommends that it is a 50km/hr zone rather than the 60km/hr. Noting people want to cross the road from Miramar on the southern side of the road. There is an island in the centre but it's a very wide road, pedestrian crossing facilities are very far from this location, and poor pedestrian infrastructure but highly used.

### **Patrick Morgan – CAN**

CAN had strong support for proposed changes to lowering the speed limit on city council part of the road. Noting speed is a fact in every crash and the likelihood and the consequences of a crash and the streets need to meet goals for a liveable Wellington.

### **Mike Mellor**

Mr Mellor referenced the Setting Speeds Rule;

*Land Transport Rule - setting speed limits – Minimum length for a 50 or 60 speed limit is 500 meters.  
3.3 Road lengths for speed limits*

*3.3(1) A road for which a speed limit is set under this Rule must—*

*(a) be of a reasonable and safe length; and*

*(b) if the speed limit is 50 km/h or more, be equal to or exceed the minimum length in the table in Schedule 1, unless the requirement is impracticable for that road.*

*3.3(3) The point at which a speed limit changes must be at, or close to, a point of obvious change in the roadside development or the road environment.*

Mike Mellor supports the proposed changes to speeds but suggests that 50km/hr is more sensible speed than 60km/hr.

### **Andrew Shann**

Mr Shann supports the lowering of the speed limit from the Calabar Road Cobham intersection round to the Miramar cutting. Changes on the SH1 was more of a concern for Andrew but decision making process is with Waka Kotahi.

### **Reply to Comments**

In review of the speeds on Cobham Drive, the proposed speed change will align with Waka Kotahi's changes to SH1 and the changes from 70km/hr to 60km/hr are consistent with current traffic speeds being monitored on Cobham Drive. Further speed reduction to 50km/hr can be considered with more investigation by Council.



25 August 2021

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# Cobham Crossing and Speed

## Consultation Summary

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## 1 Purpose of this report

At its heart, Let's Get Wellington Moving will provide ways to move more people with fewer vehicles. There will be better walking facilities, connected cycleways, and high-quality mass rapid transit, along with more reliable buses, improvements at the Basin Reserve and an extra Mt Victoria Tunnel. Let's Get Wellington Moving will transform how we get around.

[The Three Year programme](#) will help change how people move into and around the city. We want to make travelling by bus to the central city a faster and more reliable choice, and to create a better environment for people walking and on bikes.

In June and July 2021, LGWM consulted on two proposals – a proposal to build a safe crossing on Cobham Drive, and a proposal to introduce safer speed limits on State Highway 1 (SH1) between the Mt Victoria Tunnel and Wellington Airport and a short stretch of local road.

This report summarises who we spoke with, how we reached them, the feedback we received throughout the consultation and the main themes within that feedback.

It should be read in conjunction with the sentiment report.

## 2 The LGWM proposals

Cobham Drive is a vital link between the east and west of the city. It is the primary route between the CBD and Wellington Airport and has recently been upgraded with new walking and cycling paths - an important addition to Wellington's walking and cycling network. The numbers of people using the paths are increasing rapidly.

Let's Get Wellington Moving aims to make it safer for everyone to get around and help achieve a transport system free of death and serious injury. Right now, there is no safe crossing point for almost two kilometres between Miramar and the Evans Bay Parade traffic lights. This means that some people make dangerous crossings, and other people may choose to drive, even for short trips, which adds to congestion and emissions.

It also means that there is no connection between the Cobham Drive and the Kilbirnie cycling routes.

With further development expected in this area over the coming decades, providing safe and convenient walking and cycling facilities will provide people with more choices in how they get around the city.

### 2.1 The proposal for a safer crossing

Let's Get Wellington Moving has proposed a safe crossing, controlled by traffic lights, that connects the new Tahitai Cobham Drive paths near ASB Sports Centre. This will make it easier for people in Miramar to walk or bike to the sports centre and to Kilbirnie town centre. It will also help people in Kilbirnie, Lyall Bay and Rongotai to get onto the new paths, which will soon provide a safe walking and biking route all the way to the city centre.



This project is part of our three-year programme focussed on delivery of projects that can get underway the soonest and help make it easier to get around on foot, by bike or by bus.

Further details on why an at-grade crossing is preferred to other options can be found [here](#).



**Concept drawings of the proposed crossing on Cobham Drive**

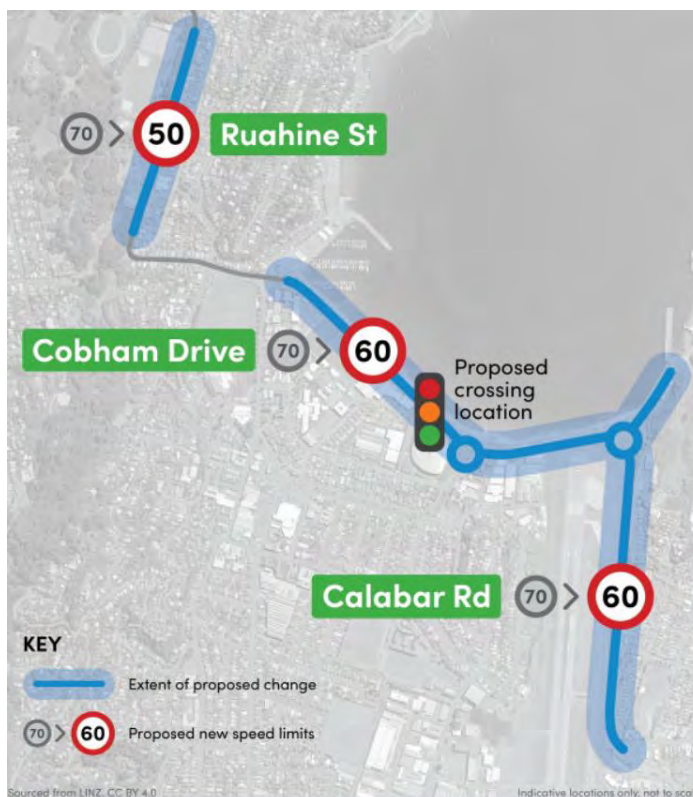
## 2.2 The proposal for safer speeds

Too many people are being killed or seriously injured while driving, walking or biking in Wellington, and speed is a factor in every crash. No matter what the cause of the crash is, the faster the vehicle is travelling, the more likely it is that somebody will be hurt or die. People make mistakes, and we will never eliminate crashes, but speed can be the factor that determines whether someone is killed, seriously injured or walks away unharmed. A small reduction in speed can make a big difference, especially when cyclists or pedestrians are involved.

This part of SH1 is particularly unsafe for people walking or biking. Alongside the new crossing, we need to set safer speed limits so that everyone in the area can get around safely. The speed limits on SH1 east of Mount Victoria tunnel and the Airport. We have proposed changing the limits on Ruahine Street (70km/h changing to 50km/h) and on Cobham Drive and Calabar Road (70km/h changing to 60km/h). An additional short stretch of Cobham Drive, which is not part of SH1, was also included to keep speed limits consistent. Setting a 60km/h speed limit on Cobham Drive also supports the safety of the planned crossing.

In this consultation we proposed safer speed limits for two sections of State Highway 1 between the Mount Victoria tunnel and the Airport. We have proposed changing the limits on Ruahine Street (70km/h changing to 50km/h) and on Cobham Drive and Calabar Road (70km/h changing to 60km/h). An additional short stretch of Cobham Drive, which is not part of SH1, was also included to keep speed limits consistent. Setting a 60km/h speed limit on Cobham Drive also supports the safety of the planned crossing.

Further details on these speed limit proposals can be found [here](#).



*Map of the proposed speed limit changes*

### 3 Details of the consultation

Between 30 June and 28 July 2021, we asked the public, community and stakeholders to provide their feedback on the proposals via a consultation survey on the LGWM website, with hard copy forms also available.

We asked whether the proposed crossing would make them more likely to walk, run, bike or use a scooter for trips around the area, whether the crossing is located in the right area to help people get where they need to go in the area, how important it is to make changes to improve safety on State Highway 1, and for the primary way that they travel through the area.

On the proposal to introduce safer speeds we asked if there were any other details that should be considered before we make a final decision to change the speed limit.

In addition to these questions people were asked where they lived, if they were providing feedback as an individual or an organisation, their gender, age and ethnicity.

People could choose to skip any of these questions.

The survey was open to anyone who wanted to respond. No quotas were set for the survey, which resulted in responses that were likely skewed towards those with an interest in or affected by the topic. Half (49%) of the entire sample was from the eastern suburbs,

with 18% living in Miramar. One-fifth of the sample visit the area and another fifth regularly travel through the area to get to work or school. Three-quarters of the sample primarily travel by use of a private vehicle, and a quarter by an alternative active mode (e.g. bike, walking or bus).

A total of 3,518 submissions were received. Additional stakeholder meetings and conversations were held as part of the consultation, and some engaged individuals or organisations submitted responses via the website, email, or phone.

## 4 Responses to the crossing proposal

There were considerably different views on the proposals, depending on how people tend to get around the area, where they live, and what their relationship to the area is.

Within the feedback provided, issues concerning accessibility, cost, deliverability, construction and visual impact of alternative options were not generally included as considerations.

There was a lot of opposition to the crossing proposal, and to the proposal to reduce speeds. The majority of opposition was driven by concern that it would make existing congestion worse, and that it would make driving through the area slow.

Despite this, half of all respondents agree that it is important to make changes to improve safety on State Highway 1 (one of LGWM’s primary objectives).

Responses to the questions asked during the consultation are summarised below.



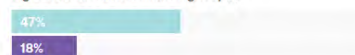
Opinion varies by respondents depending on their **primary method of travel** in the area.

Those using an active mode of transport are more **favourably inclined** towards the proposals.

A crossing would make them more likely to use active mode in the area



Agree the location is in the right spot



Place importance on making changes to improve safety

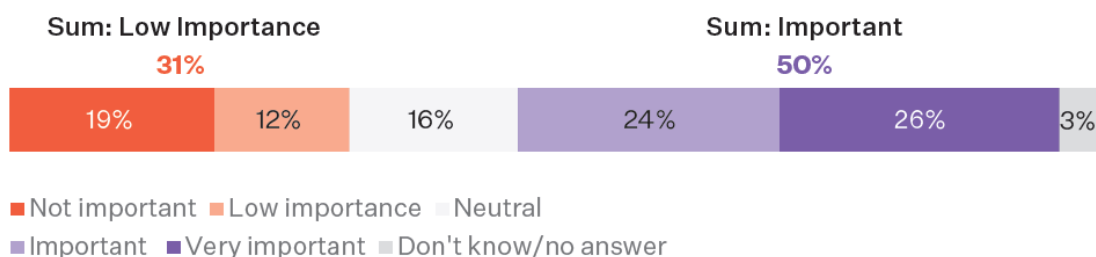


Active Mode  
Drivers

### How important is it to make changes to improve safety on State Highway 1?

The way that people travel around the area had a large bearing on whether they think safety should be improved. In terms of the perceived importance of making changes, those who are likely to be more severely affected by an accident (e.g. those who are less protected by being in a vehicle) tend to feel it is more important to make changes, while car/truck drivers were more likely to say it was not important.

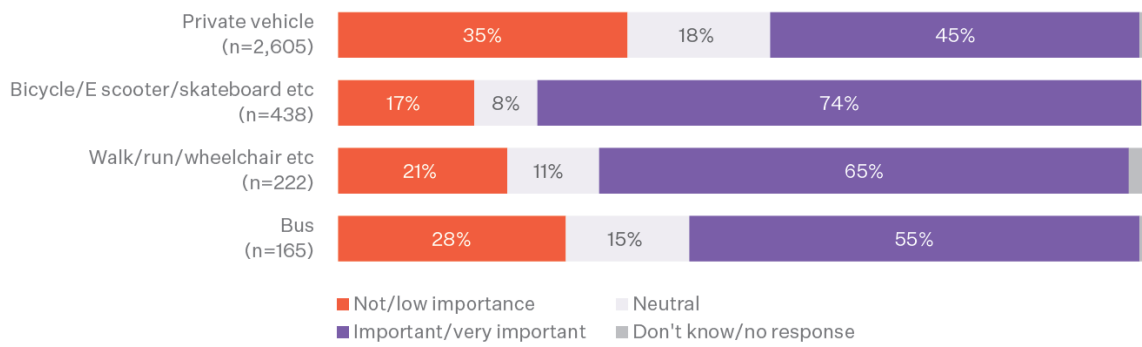
Overall, 50% of respondents believe it is important or very important to improve safety along SH1 while 19% of respondents said it was not important. Three-quarters of people who cycle believe it is important to improve safety, and two-thirds of people who walk. More than a third of people who drive a car or truck do not believe it is important to improve safety.



Q. How important is it to make changes to improve safety on State Highway 1?

Base: All submissions (n=3,512)

### Views on the importance of safety improvements to SH1



Q. How important is it to make changes to improve safety on State Highway 1?

**Views on the importance of safety improvements to SH1 – by current mode of transport**

## What is the primary way you travel through and around the area?

The way that people travel through the area had a large bearing on their support for or opposition to the proposals.

73% of respondents used a car as their primary mode of transport. A majority of these people disagreed with the crossing, primarily due to concerns that it would add to existing congestion in the area, with additional comments strongly indicating a preference for an overbridge.

There were far higher levels of support for both the crossing and safer speed limits from people who biked, walked or used a bus as their primary way of getting around.

## Would the proposed crossing make you more likely to walk, run, bike or use a scooter for trips around the area?

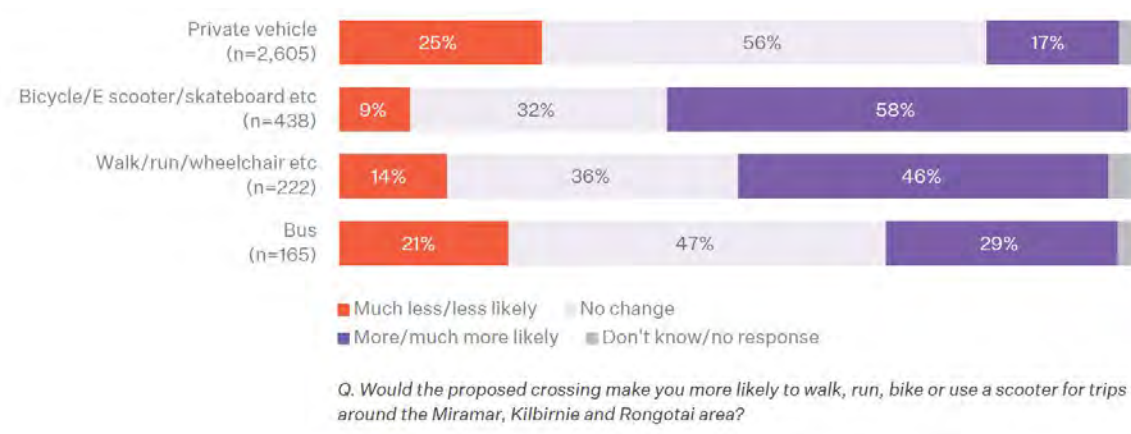
The way that people travel through the area had a large bearing on their support for or opposition to the proposals.

50% of respondents said that the crossing would mean no change in whether they were more likely to walk, cycle or run through the area. 24% of people said they would be more likely more much more likely to do so, while 22% said they would be less likely or much less likely.

Certain subgroups viewed the benefits of the proposed crossing differently.

Almost half (49%) of those people who are currently using an active mode of transport or the bus say the crossing will make them more likely to continue doing so. In comparison, only 17% of drivers say the same.

Certain suburbs also have a significantly higher proportions of respondents who say the proposed crossing would make them more likely to use an active mode of transport in the area. 43% of people living in Rongotai say they would be more likely to walk, run or bike around the areas, compared with 19% for people living in Miramar.



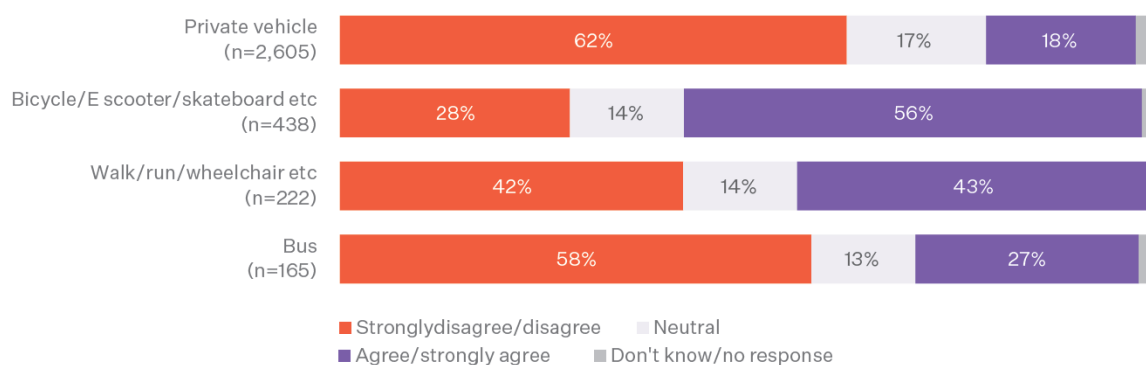
**Likelihood of using an active mode of transport as a result of crossing – by mode of transport**

## Is the crossing located in the right spot to help you get where you want to go in the area?

The consultation question sought feedback on the precise location of the proposed crossing, with 55% of respondents disagreeing that the crossing was in the right place, and 25% agreeing was in the right place.

Further inspection of additional comments indicated that many respondents who believed the crossing was in the wrong place, answered this way as they disagreed with the type of crossing proposed (see below).

The way that people travel through the area had a large bearing on their support for or opposition to the proposals.



Q. The crossing is located in the right spot to help you get to where you want to go in the area:

**Views on location of the crossing – by mode of transport**

**Is there anything else we need to consider before we build the Cobham Drive crossing?**

As with previous responses, different subgroups have stronger concerns in particular areas, depending on their primary mode of transport, the potential effect the crossing might have on them, and the suburb in which they live.

A significant proportion of people preferred a bridge to an at-grade crossing. Out of the total comments, 48% were from respondents who wished to see an alternative design built instead of an at-grade crossing. Almost half of these respondents preferred a bridge or overbridge.

Of the 42% of people who had concerns about the impact of an at-grade crossing on traffic-flow, roughly one quarter said that the traffic in the area is already bad and believed that a crossing would make the existing congestion worse.

More detailed feedback and concerns were raised by those individuals or organisations who provided written submissions.

As people were able to leave comments that covered a range of themes, the total percentage of all subjects raised in comments adds up to more than 100%.

**5 Key themes on crossing proposal**

- A preference for an overbridge or underpass rather than at at-grade crossing
- Concern that the crossing would add to existing congestion
- Concern that the crossing and lower speed limits would cause tailbacks through roundabouts

- The crossing will create safety concerns for users and drivers
- Disagreement that a crossing is required
- Agreement that the crossing is a good idea
- Suggested improvements



## 6 Responses to the speed limit proposal

### 6.1 State Highway 1 speed limits

Fewer respondents provided commentary on the speed limits than for the crossing proposal (54% provided commentary for the speed consideration vs. 88% for the crossing). Almost half of all respondents (46%) did not leave additional comments on this consultation question.

Of the total comments provided by respondents, just over a quarter of all respondents have concerns/disagree with the proposed speed limit reduction (28%).

People who disagreed with changing speed limits are generally concerned that introducing safer speed limits would make journeys longer and add to existing congestion.

As with comments around the proposed crossing, survey respondents have a lot of different things they want LGWM to consider before making a decision on the speed limits on SH1.

People who generally cycled around the area were more likely to show support for the introduction of safer speed limits, while people who drive a car/truck were more likely to disagree with the introduction of safer speed limits.

No issues were raised regarding safer speed limits on these sections of roads that had not already been considered by the project team.

### 6.2 Local road speed limits

Only a quarter of respondents (24%) provided comments on the short stretch of local road on Cobham Drive 100m north of Calabar Road roundabout. These comments tended to be varied and still focused on a big picture desire for no change.

No issues were raised regarding safer speed limits on these sections of roads that had not already been considered by the project team.

## **7 Key themes on speed limit proposal**

- Concerns/disagreement with speed reduction
- Traffic flow concerns
- Lower the speed
- Other speed related commentary
- Questions of actual safety
- Crossing related commentary
- Other commentary
- No response

## 8 Consultation results

A total of 3519 survey submissions were made.

- 3458 submissions came via online form
- 8 submissions were received via post
- 22 submissions were received via website contact
- 12 submission were made via hard copy form
- 18 submissions came via email
- 1 submission was made via phone call

Just over 98% of submissions were made by individuals, while approximately 1% were made on behalf of community and stakeholder groups and organisations.

The LGWM project team also met and heard from a range of organisations, stakeholder and community groups throughout the consultation process, including:

- Cycle Wellington
- AA
- Fire and Emergency NZ
- NZ Police
- Mana Whenua Partners
- Connect Wellington
- Living Streets Aotearoa
- Disabled Persons Assembly
- Road Transport Forum
- Wellington Airport
- Enterprise Miramar Peninsula
- Kilbirnie Residents Association
- Joe Horvath (organiser of previous petition)

An additional five summaries from stakeholder or community meetings were included for consideration.

Repeated efforts were made to seek feedback from schools in the area, however, no official responses on behalf of schools were received.

## 9 Who we heard from

Age Range	Percentage
40-49	21%
30-39	21%
50-59	18%
19-29	17%
60-69	9%
70-79	4%
80+	1%
Missing data	10%
Under 18	1%

Gender	Percentage
Male	49%
Female	33%
Gender diverse/non-binary	2%
Prefer not to say	7%
Missing data	9%

Where they live	Percentage
Eastern Suburbs	49%
Central Suburbs	10%
Southern Suburbs	11%
Western Suburbs	9%
Northern Suburbs	5%
Outer regions	10%
Missing data	7%

## 10 Advertising activities and drop-in sessions

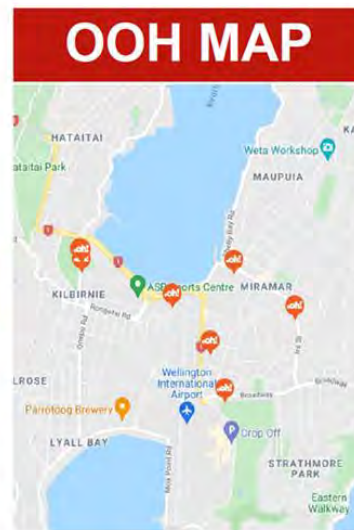
The consultation was advertised on Facebook, the Dominion Post, digital channels and radio.

LGWM held two public drop-in sessions on 8 and 11 July at the ASB Sports Centre in Kilbirnie, which were attended by approximately 75 people. These events were advertised on Facebook, with an organic reach on Facebook of approx. 4,500 people.

Out of home (OOH) advertising, such as bus shelters, was also used.

Our communications drove 10,000 sessions on the Cobham Drive webpages, with an average time spent on page of four minutes and 55 seconds.

CHANNEL	PERFORMANCE
Radio	10 Stations   +1 Reach: 5.2%   169K Reach
Print	Dominion Post   Readership: 148K
OOH – Street Furniture	8 sites   Reach: 18.09%   369K Reach
<b>Digital, Social and SEM Clicks: 11,102</b> <b>Digital and Social: CTR: 0.78%   CPC: \$1.11</b>	
Display: DV360	199K Reach
Link Post: Facebook	226K Reach
Neighbory Featured Post	7K Reach
SEM	CTR: 26.6%   CPC: \$0.54



*Advertising reach figures*

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## ACTIONS TRACKING

### Kōrero taunaki | Summary of considerations

#### Purpose

1. This report provides an update on the past actions agreed by the Pūroro Āmua | Planning and Environment Committee at its previous meetings.

#### Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy
- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

#### Strategic alignment with priority objective areas from Long-term Plan 2021–2031

#### Relevant Previous decisions

Not applicable.

#### Financial considerations

- Nil       Budgetary provision in Annual Plan / Long-term Plan       Unbudgeted \$X

#### Risk

- Low       Medium       High       Extreme

Author	Hedi Mueller, Senior Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer

### Taunakitanga | Officers' Recommendations

Officers recommend the following motion

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.

### Whakarāpopoto | Executive Summary

2. This report lists the dates of previous committee meetings and the items discussed at those meetings.

3. Each clause within the resolution has been considered separately and the following statuses have been assigned:
  - In progress: Resolutions with this status are currently being implemented.
  - Complete: Clauses which have been completed, either by officers subsequent to the meeting, or by the meeting itself (i.e. by receiving or noting information).
4. All actions will be included in the subsequent monthly updates, but completed actions will only appear once.

### **Takenga mai | Background**

5. At the 13 May 2021 Council meeting, the recommendations of the Wellington City Council Governance Review were endorsed and agreed to be implemented.
6. The purpose of this report is to ensure that all resolutions are being actioned over time. It does not take the place of performance monitoring or full updates. The committee could resolve to receive a full update report on an item if it wishes.

### **Kōrerorero | Discussion**

7. Following feedback, the status system has been changed so that resolutions either show as 'in progress' or 'complete'.
8. Of the 34 resolutions of the Pūroro Āmua | Planning and Environment Committee in November 2021 and February 2022:
  - 12 are in progress.
  - 22 are complete.
9. 27 in progress actions were carried forward from the previous (November 2021) action tracking report. 22 are still in progress.
10. Further detail is provided in Attachment One.

### **Attachments**

Attachment 1. Action Tracking



Date	Meeting	Item	Clause	Status	Comments
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	6. Agree that officers will report on the implementation of the Spatial Plan and the supporting Action Plan on an annual basis, or more regularly as required.	In progress	There are numerous workstreams and projects underway across Council that are contributing to the implementation of the Spatial Plan (e.g. the District Plan Review, the Housing Strategy & action plan review, the Climate Change response work programme and projects, LGWM, Paneke Poneke, Green Network Plan, the review of Our Capital Spaces, the Community Facilities Plan review, the Johnsonville Centre Development Framework, working with private developers and Kainga Ora, etc). Officers are developing a Spatial Plan implementation reporting system to track and enable reporting of progress on the 90+ actions contained in the Action Plan. This will facilitate coordinated input and updates from a range of Council teams/work programmes as well as key external parties (e.g. WWL, LGWM etc) and will aim to minimise administrative burden. Once the system is set up, it is proposed to report on implementation progress every 6 months or as required.
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	14. Agree that Council will seek to get the agreement of Kāinga Ora to develop at least one Specified Development Project through under the Urban Development Act 2020 to facilitate more affordable and sustainable housing.	In progress	Officers are in ongoing conversations with Kāinga Ora about the potential to use the tools provided under the Urban Development Act 2020. There may be potential to use a Specified Development Project as part of the implementation of LGWM. Officers will report back once these discussions are further developed.
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	15. Request officers to provide a report by September 2021 to identify underutilised sites across the city that are close to major public transport routes; including land that is: a) vacant or occupied by derelict buildings; or b) used largely or solely for car parking, or storage of cars or machinery; or c) occupied by lower quality 1-3 storey commercial buildings that do not contribute to streetscape or do not have heritage value.”	In progress	could be considered “underutilised” because their current land use is not optimised in terms of what is enabled and anticipated on the site and/or the use requires a large amount space in proportion to the economic return. This is a common feature of most cities and reflects the way cities change and develop overtime as a result of a range of factors including land values, market conditions and patterns of investment. The identification of underutilised sites as requested requires analysis and mapping of a range of information and data, including land use, land ownership, land/property values, site coverage, building height, building age, earthquake prone building status, enabled building height/density under District Plan settings, location of major public transport routes (current and future anticipated), etc. There are also some limitations. For example, Council does not hold any comprehensive data on buildings that may be considered "derelict". In addition, the identification of sites that could fall under point 'c' of

Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	16. Propose measures to prioritise and significantly increase the rate of realisation of residential and mixed-use development capacity on underutilised sites over the next three, ten and 20 years.	In progress	This item relates to resolution #15 above re: underutilised sites. The development market and the take up of development opportunities is heavily influenced and driven by market factors which lie outside the direct control of Council. However there are a number of Council workstreams and projects in place and in development that are important for encouraging the realisation of development capacity on underutilised sites and more broadly - see points below. It is also noted that opportunities to facilitate urban development objectives in conjunction with transport investment and potential land acquisition/amalgamation (particularly along the future MRT route and stations) form part of the LGWM programme's considerations. • District Plan review – the new District Plan is a key tool for implementing the growth directions of the Spatial Plan. It contains significant proposals for up-zoning of land (from that enabled under the current operative District Plan) to enable increased development potential and
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	28. Report back to Council how to daylight more of our underground streams.	In progress	Daylighting of streams is identified in the Green Network Plan as an opportunity for greening the city and contributing to water sensitive urban design. Daylighting of the city's underground streams will be challenging and needs to be considered within a strategic, catchment-wide context. This will require working with Wellington Water, GWRC and mana whenua as part of wider catchment-scale stormwater planning to identify opportunities for daylighting. It will also need to consider climate change and flood hazard issues. This work has not been scoped. Opportunities to integrate daylighting of piped streams as part of specific urban renewal and development projects will be investigated as opportunities arise.
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	29. Request officers report back on the capacity to implement the National Policy Statement on Indigenous Biodiversity once it is released, as well as options for incentivising maintenance of Significant Natural Areas (SNAs), such as a rates rebate on the percentage of private land designated as a Significant Natural Area.	In progress	Consider the implications and options as part of the Backyard Taonga implementation, the District Plan review, and the Annual Plan/Long Term Plan funding processes. Awaiting release of the National Policy Statement on Indigenous Biodiversity (NPS-IB) by the Ministry for the Environment. The Ministry's website indicates that an exposure draft of the NPSIB will be made in the first half of 2022. The exposure draft will respond to feedback from submissions and hui and will help test the workability of updated proposals.

Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	31. Support whenua Māori (Māori Land) exemption from national SNA designation under the National Policy Statement on Indigenous Biodiversity.	In progress	Awaiting release of the National Policy Statement on Indigenous Biodiversity (NPS-IB) by the Ministry for the Environment. The Ministry's website indicates that an exposure draft of the NPSIB will be made in the first half of 2022. The exposure draft will respond to feedback from submissions and hui and will help test the workability of updated proposals.
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	37. Request officers include provision for more vegetable/community gardens and composting systems throughout the central and inner suburbs in the Green Network plan.	In progress	This forms part of the Green Network Plan and is also a consideration in the development of a Sustainable Food Plan being led by the Community Services team.
Thursday, 24 June 2021	Pūroro Āmua   Planning and Environment	3.2: Approval of 30-year Spatial Plan	43. Request officers review the provision of open and green space in Johnsonville as part of the District Plan review.	In progress	Johnsonville provision and parks analysis is being completed as part of the Our Capital Spaces Review with the draft due in June 2022. It is currently underway. A qualitative assessment piece has also been commissioned for Johnsonville parks and is underway. This work is being led by the Parks, Sports and Recreation team.
Wednesday, 4 August 2021	Pūroro Āmua   Planning and Environment	2.2 Traffic and Parking Bylaw Review	13. Request officers report back to the Infrastructure Committee, within six months, on the implementation of changes in the Traffic Bylaw, including but not limited to introduction of new signage to prevent parking beyond seven days, improving design of shared use zones for pedestrian safety, enforcement of parking on footpaths and berms, and the potential need for more broken yellow lines on narrow streets, near bus stops and within six metres of intersections.	Complete	Reported to Infrastructure on 23 February 2022
Wednesday, 4 August 2021	Pūroro Āmua   Planning and Environment	2.2 Traffic and Parking Bylaw Review	15. Request officers add to the work programme to request engine braking noise monitoring by Waka Kotahi NZ Transport Agency on Brooklyn Hill Rd and Ohiro Road due to the high number and frequency of trucks that travel to and from the three landfills. Officers to commence engagement with waste operators to explore voluntary measures to reduce engine braking noise disturbance.	In progress	Preparing Funding Agreement extension. Estimated completion date is November.
Wednesday, 25 August 2021	Pūroro Āmua   Planning and Environment	3.1 Brooklyn Road Bike Lane Trial	2. Agree to formally consult on implementing permanent infrastructure between south of the intersection of Victoria Street/Karo Drive (SH1) and the intersection of Ohiro Road/Todman Street.	Complete	
Wednesday, 25 August 2021	Pūroro Āmua   Planning and Environment	3.1 Brooklyn Road Bike Lane Trial	3. Agree that upgraded pedestrian facilities will be investigated as a part of this work.	In progress	
Wednesday, 25 August 2021	Pūroro Āmua   Planning and Environment	3.3 Traffic Resolution - TR94-21 Courtenay Place	2. Approve the following amendment to the Traffic Restrictions, pursuant to the provisions of the Wellington City Council Consolidated Bylaw 2008 as per Attachment 1: a) TR94-21 Courtenay Place, Te Aro - P30 time limited parking: i) at all times for four spaces, ii) outside of charging hours for five "pay by space" spaces, and iii) outside loading zone hours for two loading zone spaces.	Complete	
Thursday, 23 September 2021	Pūroro Āmua   Planning and Environment	2.2 Frank Kitts Car Park and Fale Malae	4. Direct officers to prepare a development plan and report back to Council by June 30 2022, recognising that there is an existing resource consent and commitment in Council's Long-term plan for the Garden of Beneficence (Chinese Garden).	In progress	Coming to committee in April 2022.
Thursday, 23 September 2021	Pūroro Āmua   Planning and Environment	2.2 Frank Kitts Car Park and Fale Malae	5. If the recommendation to demolish is agreed to then direct officers to prepare a demolition plan to be reported back to council alongside the development plan by June 2022.	In progress	
Thursday, 23 September 2021	Pūroro Āmua   Planning and Environment	2.2 Frank Kitts Car Park and Fale Malae	6. Agree that if the Fale Malae project goes ahead on Frank Kitts Park that compensatory open green space will be created elsewhere in the central city which will be designed in line with Water Sensitive Urban Design principles and that the overall objective of the Council's planning work is to significantly increase the amount of green open space overall. Note that part of the Fale Malae will be open space.	In progress	

Thursday, 23 September 2021	Pūroro Āmua   Planning and Environment	2.2 Frank Kitts Car Park and Fale Malae	8. Direct officers to assist the eight businesses connected to the Frank Kitts car park with relocation.	In progress	
Wednesday, 27 October 2021	Pūroro Āmua   Planning and Environment	2.1 Let's Get Wellington Moving - Golden Mile Single Stage Business Case	4. Note that LGWM will report back to Council in Q2 2022 providing updates on cost management and engagement, and seeking approval for detailed design, funding and traffic resolutions.	In progress	
Wednesday, 27 October 2021	Pūroro Āmua   Planning and Environment	2.1 Let's Get Wellington Moving - Golden Mile Single Stage Business Case	5. Require LGWM to engage closely with the local business community on design and delivery implementation to ensure the needs of business are as best as possible met through detailed design of the project.	In progress	
Wednesday, 27 October 2021	Pūroro Āmua   Planning and Environment	2.1 Let's Get Wellington Moving - Golden Mile Single Stage Business Case	7. Note the funding allocation report will need to explicitly incorporate the loss of parking revenue to Council.	In progress	
Wednesday, 27 October 2021	Pūroro Āmua   Planning and Environment	2.2 Wellington Central City Green Network Plan	3. Request officers to come back with an Implementation Framework and the finalised GNP early 2022 setting funding and partnering options, programmes of work, actions and targets over 30 years which will direct: a. Protecting existing green elements b. Planting more trees c. Enhancing and greening existing public spaces d. Developing sites into new parks	In progress	Coming to committee in April 2022.
Wednesday, 27 October 2021	Pūroro Āmua   Planning and Environment	2.2 Wellington Central City Green Network Plan	4. Request officers to identify a te reo Māori name for the GNP.	In progress	
Wednesday, 27 October 2021	Pūroro Āmua   Planning and Environment	2.3 Te Whanganui-a-Tara Whaitua Implementation Programme And Te Mahere Wai O Te Kāhui Taiao	2. Note that officers will continue to work with Greater Wellington Regional Council to understand the impact of the Te Whanganui-ā-Tara Whaitua Implementation Plan and will report back on implementation to the Committee.	In progress	Report back pencilled in for June 2022.
Wednesday, 10 November 2021	Pūroro Āmua   Planning and Environment	2.1 The Parade Upgrade - Design Options	2. Agree to progress with a) Safety Improvements option integrated with the resurfacing works until LGWM MRT upgrade and i. Agree to include safety improvements and cycle facilities through the town centre in the Safety Improvements option (1-D). iii. Request officers develop the traffic resolution to ensure that at least the existing amount and type of time limited parking remains available as close to businesses and community facilities as practical under the new scheme, in line with the Parking Policy. iv. Note that officers will come back with some further information on options to improve place making in the Village Centre 2022 and then undertake the work in the 2022-2023 year. v. Note that the current Long Term Plan has up to \$14m for improvements to The Parade and that this funding will remain ringfenced until formal decisions are made on Mass Rapid Transit.	In progress	
Wednesday, 10 November 2021	Pūroro Āmua   Planning and Environment	2.1 The Parade Upgrade - Design Options	3. Agree to develop the proposed chosen option, and progress with the formal traffic resolutions process.	In progress	
Wednesday, 10 November 2021	Pūroro Āmua   Planning and Environment	2.1 The Parade Upgrade - Design Options	4. Note that LGWM is currently engaging with the community including options where MRT is proposed to go to Island Bay using The Parade.	In progress	
Wednesday, 10 November 2021	Pūroro Āmua   Planning and Environment	2.1 The Parade Upgrade - Design Options	5. Request officers undertake a Local Parking Plan as required by WCC's Parking Policy prior to detailed design on this option.	In progress	
Wednesday, 10 November 2021	Pūroro Āmua   Planning and Environment	2.2 Fossil Fuel Free Central City	2. Agree that officers continue to engage with the LGWM partners around the incorporation of low traffic interventions, including a traffic circulation plan in LGWM	Complete	A traffic circulation plan is currently being developed by LGWM.
Wednesday, 10 November 2021	Pūroro Āmua   Planning and Environment	2.2 Fossil Fuel Free Central City	3. Agree that officers continue to develop parklet guidelines.	Complete	Will be operationalised in March.
Wednesday, 10 November 2021	Pūroro Āmua   Planning and Environment	2.2 Fossil Fuel Free Central City	4. Agree that officers investigate options for bike libraries and e-bike schemes.	In progress	
Wednesday, 10 November 2021	Pūroro Āmua   Planning and Environment	2.2 Fossil Fuel Free Central City	5. Agree that officers investigate opportunities for low traffic streets in areas outside of the scope of LGWM, in line with Council's strategic vision and within current programmes of work and budgets.	In progress	There is not currently funding for additional or new projects within existing programmes. We are however looking to include low-traffic options in our in-progress projects.
Wednesday, 10 November 2021	Pūroro Āmua   Planning and Environment	2.2 Fossil Fuel Free Central City	7. Agree to open up Dixon Street (Taranaki Street - Victoria Street) as budgeted in the Pōneke Promise and agree to open up Cuba Street (Ghuznee Street - Vivian Street) to people by limiting private vehicle access, for consideration in the LTP 24-34 process.	In progress	Dixon St project is in the early stages of design. We will prepare a budget proposal for opening Cuba St for the 24 LTP process
Wednesday, 10 November 2021	Pūroro Āmua   Planning and Environment	2.2 Fossil Fuel Free Central City	8. Support Cuba Street businesses this summer to explore possible people-centric layouts, via formal research and temporary trials such as "open street" events and trial parking arrangements.	In progress	Have put "Month of Sundays" on hold due to moving into Red Covid settings. Planning to re-initiate for next summer.

Wednesday, 10 November 2021	Pūroro Āmua   Planning and Environment	2.2 Fossil Fuel Free Central City	9. Support hospitality and retail businesses towards larger outdoor, on-street dining spaces and street amenity improvements to accommodate socially-distanced shopping, dining and public life over summer.	Complete	
Wednesday, 24 November 2021	Pūroro Āmua   Planning and Environment	2.1 Petition for Resident Parking in Hataitai Road	1. Receive the information.	Complete	The committee formally received the information in the relevant report.
Wednesday, 24 November 2021	Pūroro Āmua   Planning and Environment	2.1 Petition for Resident Parking in Hataitai Road	2. Request officers investigate P240 parking during week days to discourage commuter parking as an interim measure while waiting for a residents parking scheme and investigate with car share providers the possibility of a car share parking space near Hataitai shops.	In progress	
Wednesday, 24 November 2021	Pūroro Āmua   Planning and Environment	3.1 Evans Bay Parade Stage 2 - Greta Point to Cobham Drive	1. Receive the information	Complete	The committee formally received the information in the relevant report.
Wednesday, 24 November 2021	Pūroro Āmua   Planning and Environment	3.1 Evans Bay Parade Stage 2 - Greta Point to Cobham Drive	2. Note the results of the public consultation, which received feedback from over 1,000 submitters, 63% supporting or strongly supporting the design.	Complete	The information was noted by the committee.
Wednesday, 24 November 2021	Pūroro Āmua   Planning and Environment	3.1 Evans Bay Parade Stage 2 - Greta Point to Cobham Drive	3. Agree to approve the traffic resolution (Attachment 1) and proceed to detailed design and construction, but request officers to do further investigation on creating additional time-limited car parking between Rata Rd and the northern end of the dog exercise area at Cog Park.	In progress	
Wednesday, 24 November 2021	Pūroro Āmua   Planning and Environment	3.1 Evans Bay Parade Stage 2 - Greta Point to Cobham Drive	4. Note that the traffic resolution and design has been modified post public consultation, including the following changes: a. Space for an extra 13 on-street car parks being reinstated due to minor space reallocation through minor traffic lane and bike path narrowing. i. Two adjacent to the boat sheds on east side of road ii. Four opposite boat sheds on west side of road iii. Two opposite Yacht Club on west side of road iv. Two opposite public boat ramp on west side of road v. Three opposite southern end of marina on west side of road b. Space for an extra two on-street car parks opposite Hataitai beach created by building into the reserve, proposed to be P10 to facilitate drop-off and pick-ups. Note that the grassed area is road reserve. c. Relocation of pedestrian crossing near to Greta Point Café to a location further north, resulting in four additional car parking spaces. d. Conversion of one on-street car park at Greta Point to provide an additional mobility parking space (P90). e. Optimisation of the space available at the public boat ramp to provide more parking for recreational visitors to the area, particularly for water-based activities. f. Improvements to the intersections of Rata Road and Belvedere Road to make them safe for all users, and accessible for people crossing them or accessing to or from the new pathway.	Complete	The information was noted by the committee.
Wednesday, 24 November 2021	Pūroro Āmua   Planning and Environment	3.1 Evans Bay Parade Stage 2 - Greta Point to Cobham Drive	5. Note that Council officers intend to bring a paper to the Pūroro Hātepe   Regulatory Processes Committee outlining parking restrictions for the marina and public boat ramp areas. This expenditure is not included in the current budget.	In progress	
Wednesday, 24 November 2021	Pūroro Āmua   Planning and Environment	3.2 Submission on national emission reduction plan - discussion document	1. Review the attached draft Council submission to the Ministry for the Environment (the Ministry) on its discussion document on the national emission reduction plan.	Complete	
Wednesday, 24 November 2021	Pūroro Āmua   Planning and Environment	3.2 Submission on national emission reduction plan - discussion document	2. Agree that the attached document be submitted to the Ministry by end of day Friday 26 November 2021. i. Urge the government to front end its action on climate change to cut emissions significantly by 2030. ii. Strengthen Q27 to include mechanisms to support local communities take action on climate change including grant funding, congestion charging and value capture tools.	Complete	
Wednesday, 24 November 2021	Pūroro Āmua   Planning and Environment	3.2 Submission on national emission reduction plan - discussion document	3. Agree to support the Aotearoa Collective for Public Transport Equity's "Free Fares" campaign which would support free public transport for tertiary students, Community Services Card holders and under 25s.	Complete	
Wednesday, 24 November 2021	Pūroro Āmua   Planning and Environment	3.2 Submission on national emission reduction plan - discussion document	4. Note that the campaign is calling on central government to provide the necessary funding to implement this initiative and agree to support the Greater Wellington Regional Council's call for increased funding through the Emissions Reduction Programme and through the Finance Assistance Rate (FAR).	Complete	The information was noted by the committee.
Wednesday, 24 November 2021	Pūroro Āmua   Planning and Environment	3.2 Submission on national emission reduction plan - discussion document	5. Agree to reinstate previously deleted paragraph about affordability with additional wording.	Complete	

Wednesday, 24 November 2021	Pūroro Āmua   Planning and Environment	3.2 Submission on national emission reduction plan - discussion document	6. Suggest that the State-Owned Enterprise Act is strengthened to have a strong decarbonisation focus.	Complete	
Wednesday, 24 November 2021	Pūroro Āmua   Planning and Environment	3.3 Housing Strategy and Action Plan update	1. Receive the information	Complete	The committee formally received the information in the relevant report.
Wednesday, 24 November 2021	Pūroro Āmua   Planning and Environment	3.3 Housing Strategy and Action Plan update	2. Agree to the proposed scope of the Housing Strategy and Action Plan update which will conclude at the end of 2022 with an updated 10-year Strategy, as well as a Housing Action Plan and measurement framework for the 2022-25 triennium.	Complete	
Wednesday, 24 November 2021	Pūroro Āmua   Planning and Environment	3.3 Housing Strategy and Action Plan update	3. Adopt the amended Housing Action Plan 2019-22 (the current Plan). The amended Plan identifies the projects and timelines across the five priority areas through to the end of the 2019-22 triennium.	Complete	
Wednesday, 24 November 2021	Pūroro Āmua   Planning and Environment	3.6 Update on the Te Kāinga Programme	1. Receive the information	Complete	The committee formally received the information in the relevant report.
Wednesday, 24 November 2021	Pūroro Āmua   Planning and Environment	3.6 Update on the Te Kāinga Programme	2. Note the update on committed projects at Te Kāinga Aroha, 203 Willis Street, 178 Willis Street, 53 Boulcott Street and 24 Haining Street	Complete	The information was noted by the committee.
Wednesday, 24 November 2021	Pūroro Āmua   Planning and Environment	3.6 Update on the Te Kāinga Programme	3. Note the 6 month update on the evaluation process underway as part of the Te Kāinga Aroha project and that a full evaluation report will be provided to Pūroro Āmua   Planning and Environment Committee in April 2022.	In progress	The information was noted by the committee.
Wednesday, 24 November 2021	Pūroro Āmua   Planning and Environment	3.6 Update on the Te Kāinga Programme	4. Agree to the outlined five year timetable noted in paragraph 28 to deliver 1000 homes under the Te Kāinga programme.	Complete	The committee formally received the information in the relevant report.
Wednesday, 24 November 2021	Pūroro Āmua   Planning and Environment	3.6 Update on the Te Kāinga Programme	5. Note that work is underway to understand and quantify the capability, and options to deliver sustainable building outcomes and universal design and the potential impacts through the programme. Officers will report back on this in February 2022.	Complete	The information was noted by the committee.
Thursday, 10 February 2022	Pūroro Āmua   Planning and Environment	2.1 Paneke Pōneke - Bike Network Plan Forum	1. Receive the information	Complete	The information was formally noted by the committee.
Thursday, 10 February 2022	Pūroro Āmua   Planning and Environment	2.1 Paneke Pōneke - Bike Network Plan Forum	2. Hear the oral submitteers and thank them for their submissions.	Complete	The information was formally noted by the committee.

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## FORWARD PROGRAMME

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### Kōrero taunaki | Summary of considerations

#### Purpose

1. This report provides the Forward Programme for the Pūroro Āmua | Planning and Environment Committee for the next two months.

#### Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
  - People friendly, compact, safe and accessible capital city
  - Innovative, inclusive and creative city
  - Dynamic and sustainable economy
- Strategic alignment with priority objective areas from Long-term Plan 2021–2031**
- Functioning, resilient and reliable three waters infrastructure
  - Affordable, resilient and safe place to live
  - Safe, resilient and reliable core transport infrastructure network
  - Fit-for-purpose community, creative and cultural spaces
  - Accelerating zero-carbon and waste-free transition
  - Strong partnerships with mana whenua

#### Relevant Previous decisions

Not applicable.

#### Financial considerations

- Nil       Budgetary provision in Annual Plan / Long-term Plan       Unbudgeted \$X

#### Risk

- Low       Medium       High       Extreme

Author	Hedi Mueller, Senior Democracy Advisor
Authoriser	Liam Hodgetts, Chief Planning Officer

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### **Taunakitanga | Officers' Recommendations**

Officers recommend the following motion

That the Pūroro Āmua | Planning and Environment Committee:

1. Receive the information.

### **Whakarāpopoto | Executive Summary**

2. The Forward Programme sets out the reports planned for Pūroro Āmua meetings in the next two months that require committee consideration.
3. The Forward Programme is a working document and is subject to change on a regular basis.

### **Kōrerorero | Discussion**

4. Thursday 14 April 2022
  - Frank Kitts Park – Update (Chief Planning Officer)
  - Final Green Network Plan and Implementation Framework (Chief Planning Officer)
  - Guidelines for Street Furniture Advertising (Chief Planning Officer)
5. Thursday 12 May 2022:
  - Business Case Approvals for Targeting Improvement Projects (Chief Planning Officer)
  - Te Kāinga One Year Evaluation (Chief Planning Officer)

### **Attachments**

Nil