



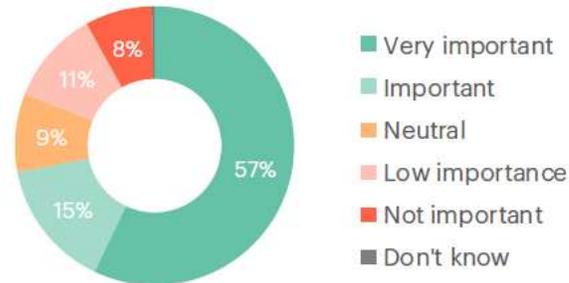
Appendix I

2021 Stakeholder and Public Engagement

What People Thought

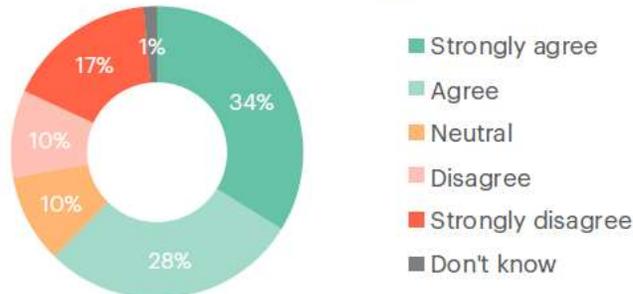
72% of respondents said that it was important or very important to make improvements for people walking, cycling and taking the bus on Thorndon Quay and Hutt Road. 62% of people agreed or strongly agreed that the proposed changes fit the vision that “Wellington is a great harbour city, accessible to all, with attractive places, shared streets, and efficient local and regional journeys”.

How important is it to make improvements for people walking, riding bikes and taking the bus on Thorndon Quay and Hutt Road?
n= 1559*



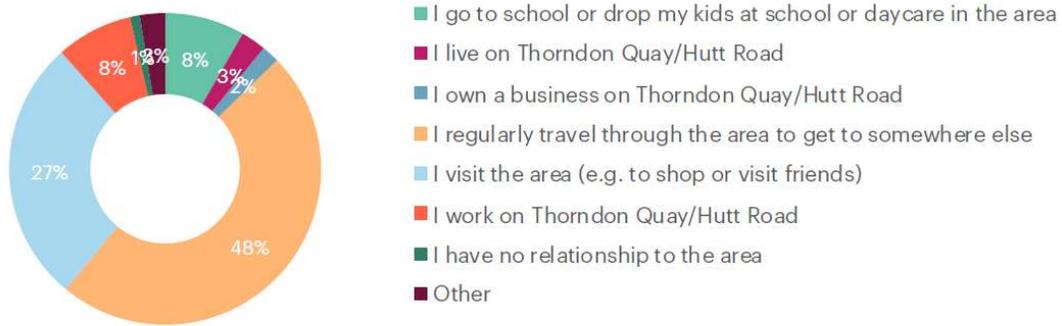
“Wellington is a great harbour city, accessible to all, with attractive places, shared streets, and efficient local and regional journeys.”

Do you agree the proposed changes for Thorndon Quay and Hutt Road support this vision?
n= 1563*

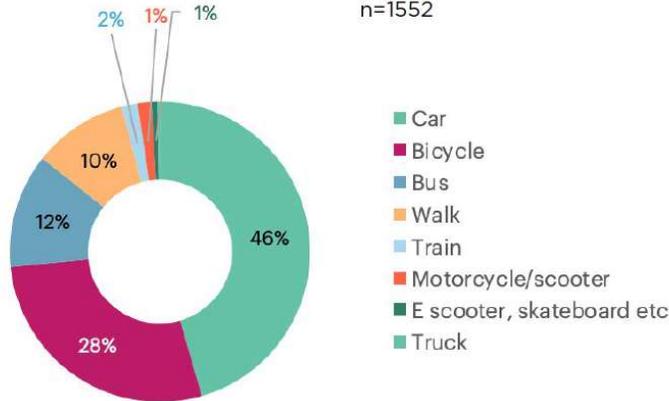


Most people’s relationship to the area was either that they regularly travel through the area (48%) or visit the area (27%). 46% of respondents primarily travelled via car, and 28% primarily travelled via bicycle.

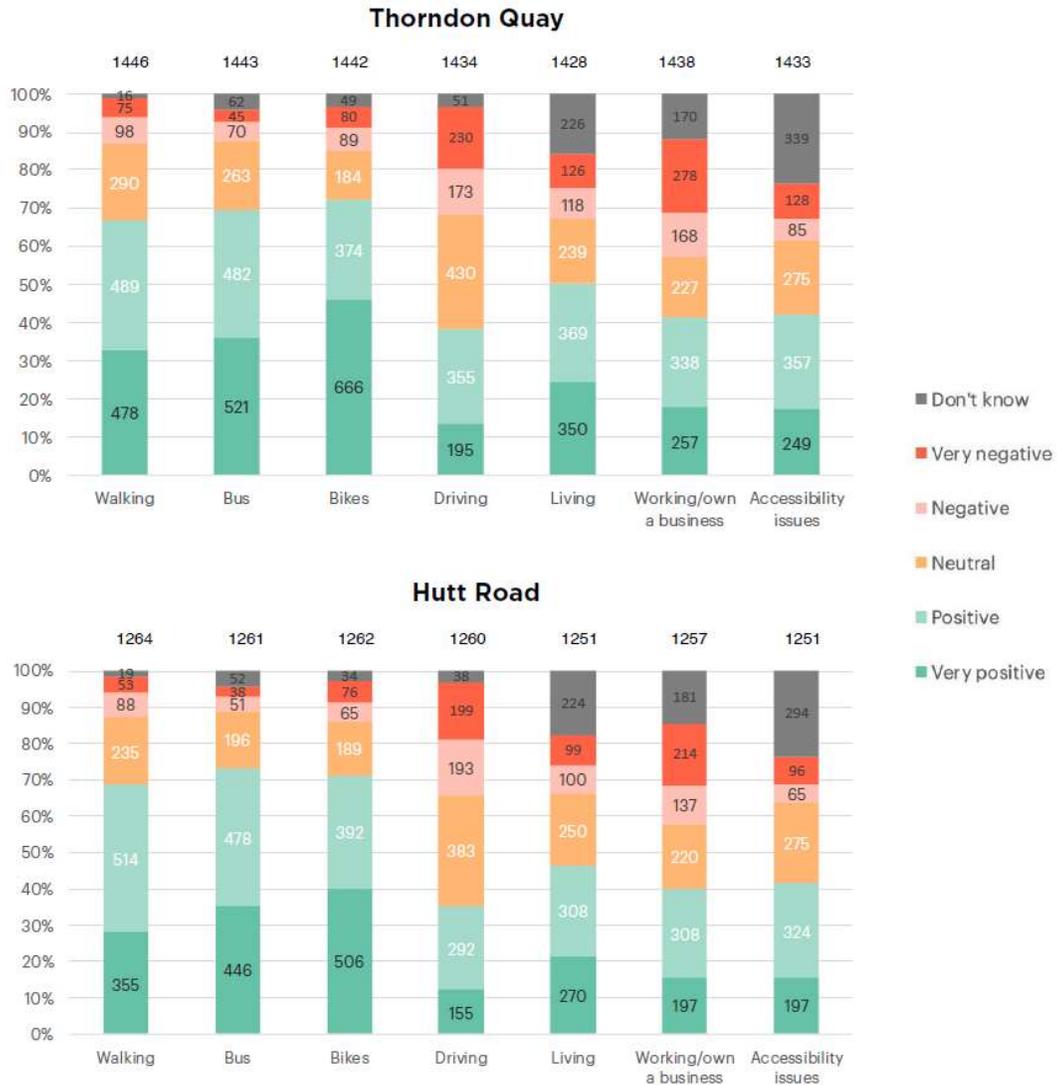
What is your main relationship to Thorndon Quay and Hutt Road?
n=1576



What is the primary way you travel through and around the area?
n=1552

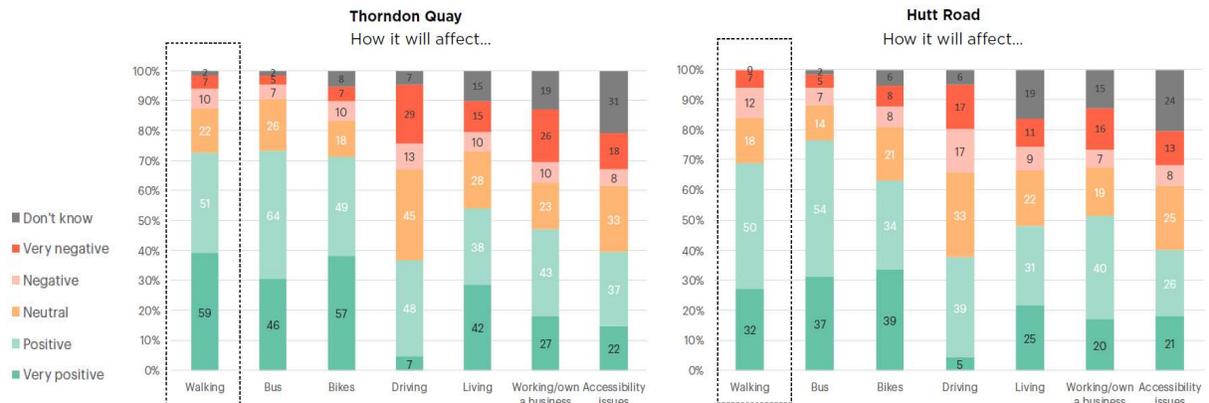


Around 70% of respondents said the changes on Hutt Road and the changes on Thorndon Quay would have positive or very positive impacts for pedestrians, people in buses, and cyclists. Feedback was mixed on what they thought the impacts would be for people driving, living, working/owning a business, or for people with accessibility issues. At an aggregate level, there was not a significant difference between how people rated the impacts on different modes for Thorndon Quay, compared to how they rated them for Hutt Road.

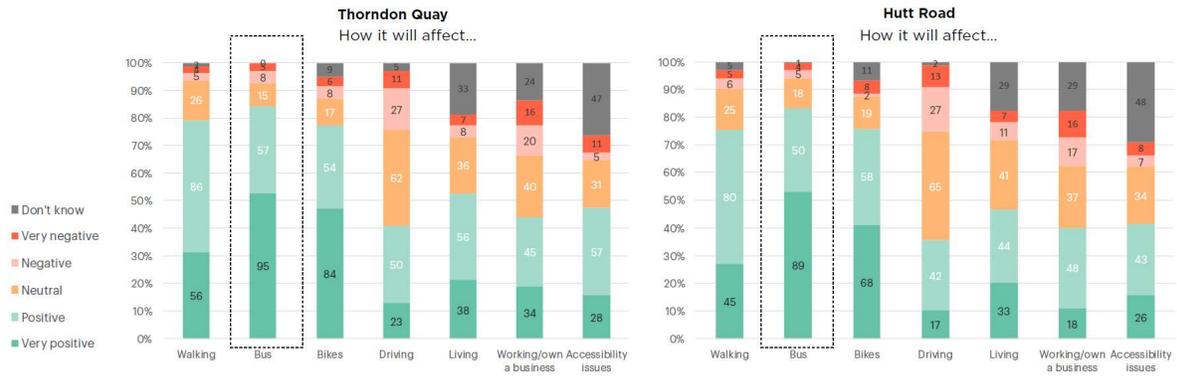


What People who use Different Modes of Travel Think about the Impacts of the Proposed Changes

People who reported that they walked, felt the proposed changes would have a positive or very positive impact. People who walk rated the Thorndon Quay changes as better (as measured by very positive), compared to the Hutt Road changes.



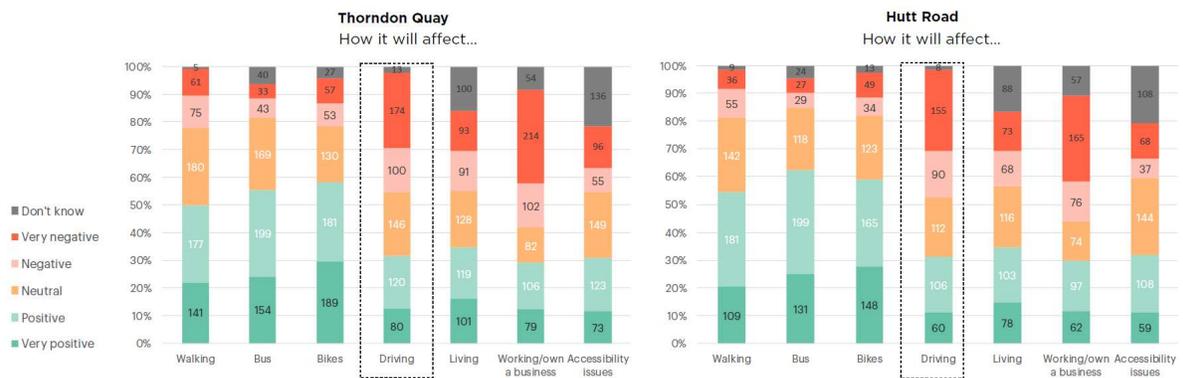
People using the bus felt the proposed changes would have a very positive impact.



People on bikes and e-scooters felt the proposed changes would have a positive or very positive impact. People who use bikes/ e-scooters rated the Thorndon Quay changes as better (as measured by very positive), compared to the Hutt Road changes.

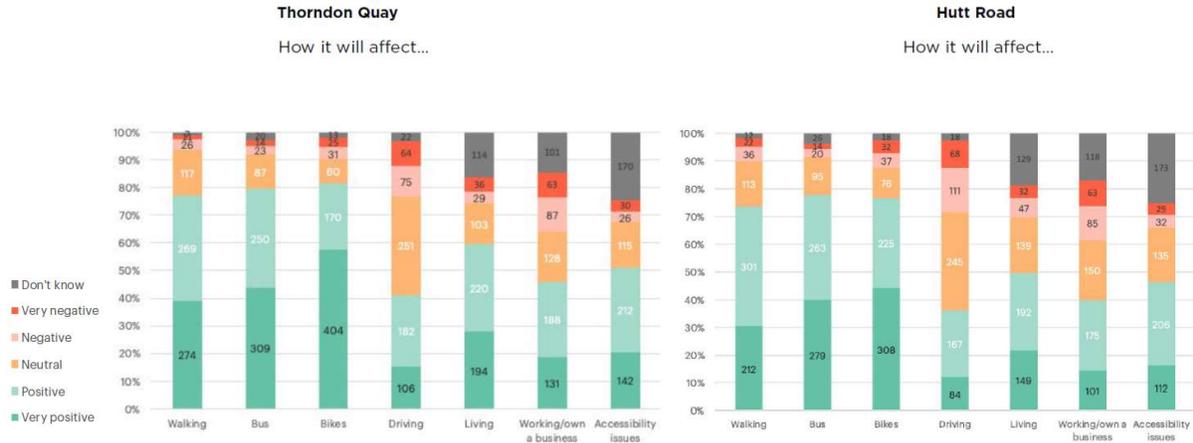


People who use cars/ trucks or motorbikes felt mixed about the expected impact of the proposed changes.

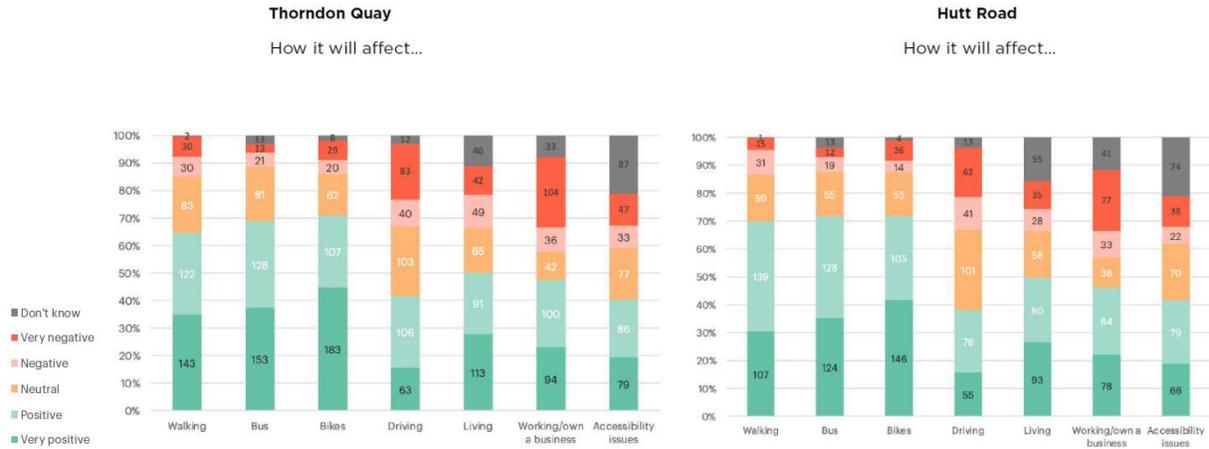


How People with Different Relationships to the Area Felt about the Impacts of the Proposed Changes

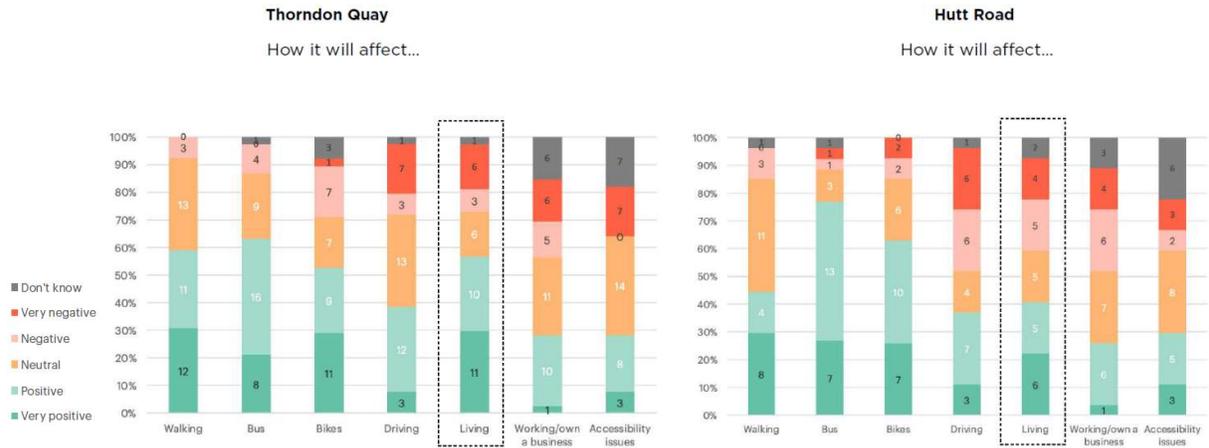
People who travel through the area generally thought the changes would have a positive impact.



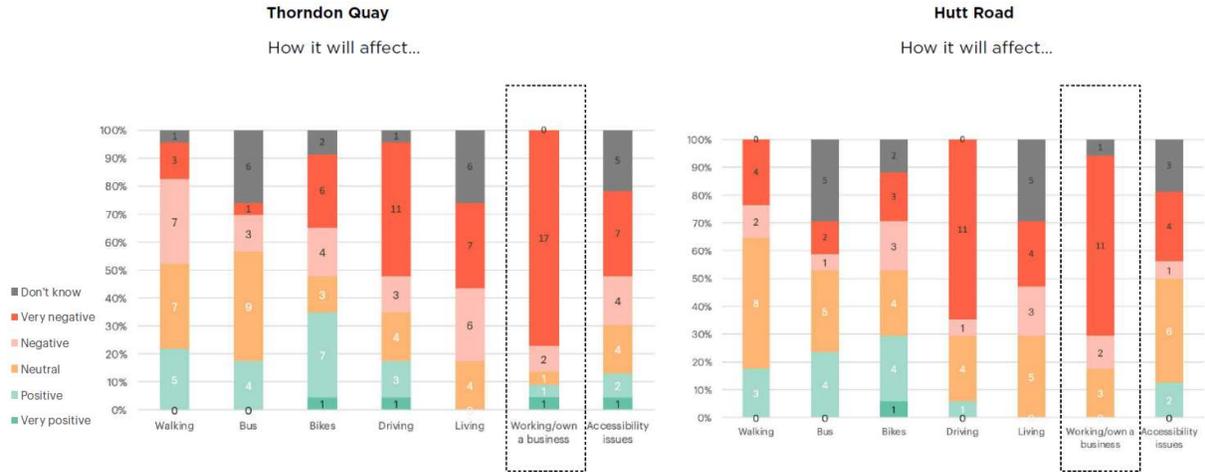
People who visit, reported that the changes would have a positive impact.



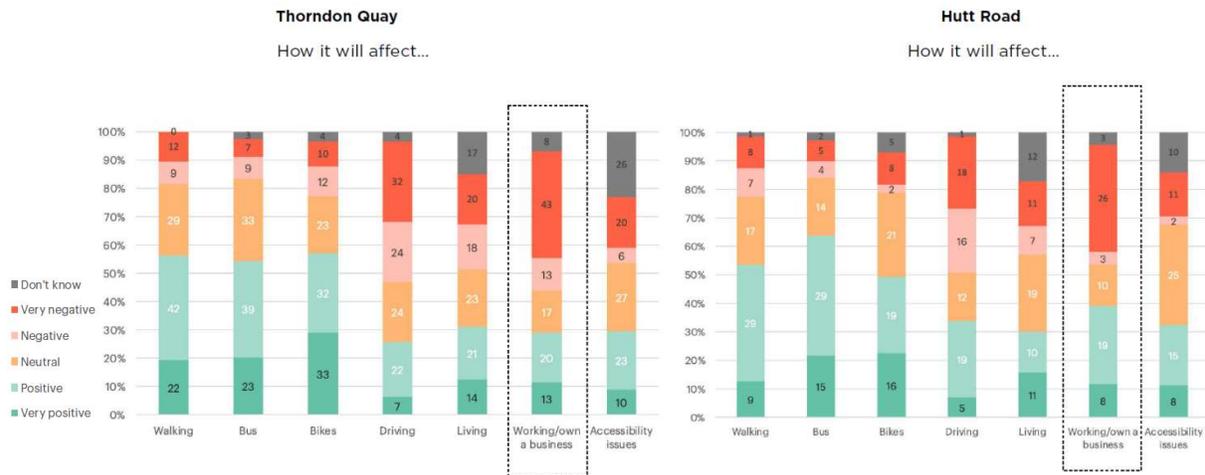
People who lived in the area were more positive about the Thorndon changes, but more mixed about the Hutt changes.



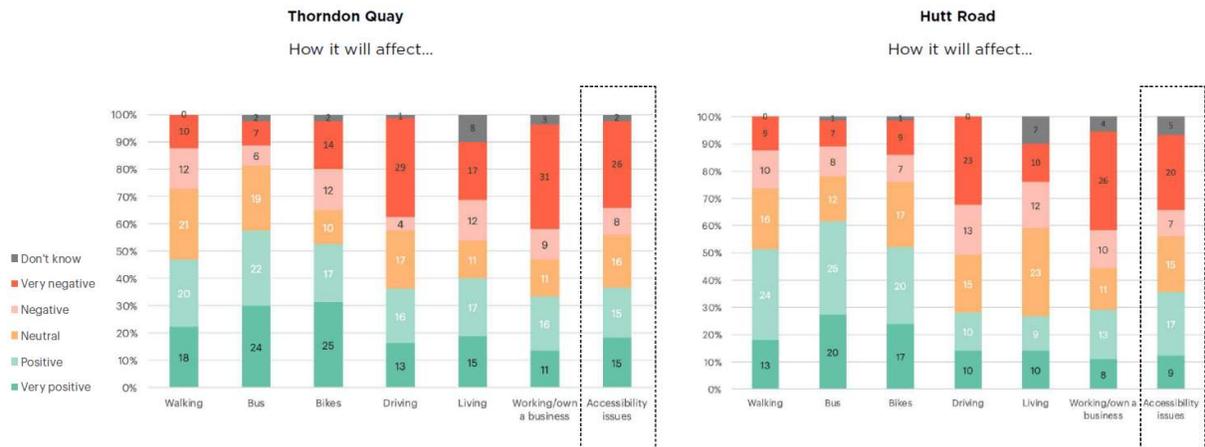
People who owned a business in the area were negative about the impacts the changes would have.



People who work in the area felt negatively about the Thorndon changes, but slightly mixed about the Hutt changes.



People living with a disability were mixed about the impacts the changes would have.



People from suburbs adjacent to the proposed changes felt positive about the impacts for walking, bus and bike, and mixed for other modes and relationships.



People from suburbs not adjacent to the proposed area felt more positively about the impacts for people living and working/ owning a business in the area, than those that are from the adjacent suburbs.

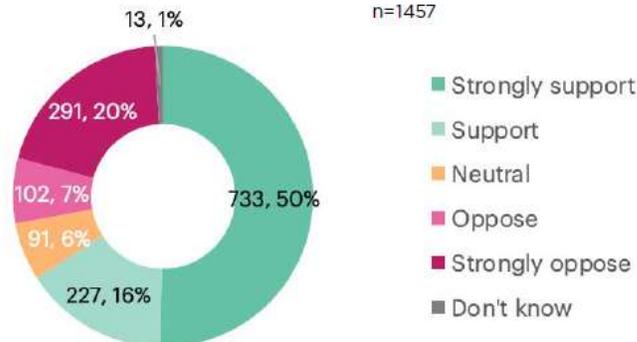


Feedback on the Thorndon Quay Angle Parking Change

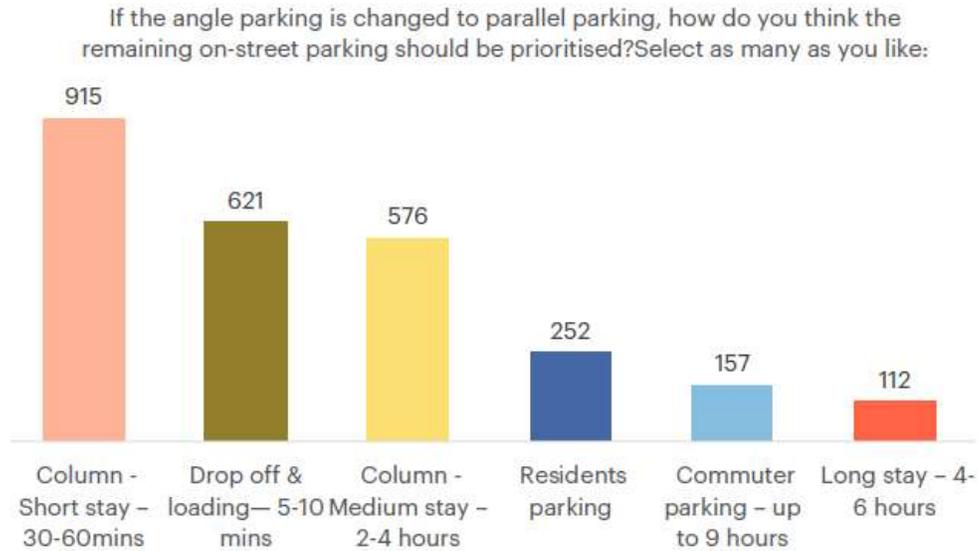
66% of respondents strongly supported or supported the proposed change to parking on Thorndon Quay. 27% opposed or strongly opposed the change.

Do you support the proposed change to parking on Thorndon Quay?

n=1457



Of respondents that answered the question “If the angle parking is changed to parallel parking, how do you think the remaining on-street parking should be prioritised?”, 64% selected “Short stay - 30-60mins” parking, 11% selected “Commuter parking up to 9 hours”, and 8% selected “Long stay - 4-6 hours”.



7% said they would like to speak to Wellington City Councillors about the proposed parking change.

Next Steps

As explained in Section 4 of the SSBC, the feedback received has informed the preferred option to make safe and reliable travel choices, and a more attractive street environment.

Feedback about the initial parking changes to improve safety on Thorndon Quay was presented to Wellington City Councillors on 23rd June 2021. The Councillors agreed to convert angle parking to parallel parking on Thorndon Quay to address a key safety issue for people cycling in late 2021. They will monitor how the changes are working and discuss any future parking changes (if required) with the people that live, work and visit Thorndon Quay. This will lead to the completion of our final design.

It was also determined that, in 2022, the public will have an opportunity to have a say on proposed bus lane hours, speed limit review and further parking changes.