



2 April 2023

**Wellington City Council**  
**Thorndon Connections Proposals – TR63-23**  
[thorndonconnections@wcc.govt.nz](mailto:thorndonconnections@wcc.govt.nz)

Ref: [TR63-23](#) - Thorndon Connections transitional Bike, Bus, and Pedestrian Improvements.  
Proposed cycle lanes, parking changes, traffic calming and bus stop changes.

## Submission of the Thorndon Residents' Association

### Comment

1. The Residents' Association seeks streets that are safe for all modes of travel. The Association recognises that when changes occur that they need to maintain the functionality of our streets in ways that achieve the safety aims but do not jeopardise other objectives, such as encouraging a vibrant Thorndon Quarter, and an efficient city economy. We also seek streets that enable ready access to frontages so that residents or businesses can easily service properties and also allow services to be easily offered from them. We have extremely strong views that obtaining good quality solutions to this sort of multi-mode and use of our Thorndon street spaces requires proper consultation with all parts of the community to properly understand the design issues and range of potential solutions. The Thorndon Connections project has not had an adequate approach to consultation and the result of this is that a wide range of the design solutions that are currently proposed are inadequate or inappropriate. Some elements of the design are simply dangerous to other street users, particularly pedestrians. This is unacceptable to the Thorndon community and the Thorndon Residents' Association.
2. The Association appreciates that the comprehensive proposals in this TR are part of a programme aimed at improving, among other things, bus journeys and active modes of travel such as cycling. Solutions must not be detrimental to pedestrian usage of the street network and need to consider the full range of street users; pedestrians, cyclists, motorcyclists, cars (electric and fossil fuel powered), buses and commercial vehicles for tradespeople and deliveries to businesses and households in the area.
3. Among its members the Association has significant experience concerning the functionality and performance of Thorndon's street network. Arising from this are significant concerns

that many elements of the proposals as they stand would introduce perils, unnecessarily, and are sub-optimal in many other regards.

4. The proposals have been promulgated without adequate consultation with affected locals. Details of the merits of viable alternatives, aligned with objectives, have not been discussed with affected people in our community. Being such significant change proposals, the paucity of consultation, specifically on the **design details**, has significantly alarmed our community.
5. It remains the Association's view that active, face-to-face consultation on the design details is a critical pre-requisite to promulgating a traffic resolution of this magnitude and potential impacts; not just on locals but also others, including active mode road users, pedestrians, etc.
6. We ask the Regulatory Processes Committee to pause this proposal as it stands. There is ample evidence that the proposal, as it stands, is not the best balance for Thorndon, nor the city. There are many complexities and interconnecting parts to yet be resolved in order to achieve a viable balanced solution. The Island Bay cycleway may be seen as old history for the Council and Officers/Councillors may see it as a "Before My Time" issue, but the failure to adequately consult and design the original Island Bay Cycleway project, followed by the community backlash and substantial additional Council expenditure, should be a lesson to current Councillors and Council/Project leaders. The community has long memories of poor work by Council and this project currently has a high risk of being viewed as such.
7. We ask that WCC return to an *in good faith* consultation on the design details, including looking into viable alternative proposals that have been surfaced by our community during March, and that these are then offered, at a future date to be determined, to the Regulatory Committee for formal re-consideration.
8. Along with others, the Association has studied this TR's proposals in detail. Many perilous issues have been identified from this scrutiny and it is clear from the Project Team's responses that these issues have either not been considered at all or that the issues have been considered without input from impacted community members and/or organisations. But any opportunity to talk about these with the traffic designers has been denied.
9. Furthermore, the Association has discovered that the Safety Audit report published alongside these proposals is deficient. The proposal is suggesting solutions that have the potential to introduce complexity and additional risks for all users but some of these have not been highlighted by the auditors. In particular, the Safety Audit has not considered the entrances/exits to the Thorndon New World Supermarket carpark on both Murphy and Molesworth Streets. These entrances are the busiest intersections on both of these streets and this failure to include them in the Safety Audit is completely unsatisfactory.

## Feedback on specifics in the proposed Traffic Resolution

Specific Issue or Location	TRA Response or Comment
<b>Tinakori Road</b>	<b>Support</b> 30kph extensions
<ul style="list-style-type: none"> <li>Remove two P60/P120 parking spaces outside no.277 Tinakori Road to convert this space into a community parklet.</li> </ul>	<b>Oppose</b> removal of car parks in the Village. This narrow, busy arterial road is not considered to be an ideal location for parklets.
<ul style="list-style-type: none"> <li>Install a new mobility park outside no.320 Tinakori Road removing one P60/P120 parking space.</li> </ul>	<b>OK</b>
<ul style="list-style-type: none"> <li>Remove one P120 parking space opposite no. 241 Tinakori Road replacing with 6 meters of broken yellow lines (No Stopping).</li> </ul>	<b>Support</b> – this will assist traffic flow
<b>Hill Street</b>	<b>Support</b> 30kph
<ul style="list-style-type: none"> <li>Remove one residents parking space outside no.99 Hill Street replacing with 5 metres of broken yellow lines (No Stopping).</li> </ul>	There is no apparent reason to do this
<ul style="list-style-type: none"> <li>Alter the existing Bus Stop from 8am-4pm Monday – Friday to six P5 Pick up and drop space 8am-9am and 2pm-3pm Monday – Friday during school terms only, Bus Stop at other times.</li> </ul>	OK if the schools are on board with this
<b>Aitken Street</b>	
<ul style="list-style-type: none"> <li>Install 156 metres of separated cycleway along the southern side of Aitken Street.</li> </ul>	<b>Oppose</b> – a protected cycle lane is unnecessary on Aitken St. Use sharrows instead.
<ul style="list-style-type: none"> <li>Change the existing angled parking spaces to parallel parking spaces on the southern side of Aitken Street and replace six P10s and 28 P\$ metered parking spaces with four P10s, 10 P\$ metered parking.</li> </ul>	<p><b>Oppose</b> – angle parking works well in this street. For the unique services in this area (National Archives and National Library, etc, all existing parks are required (perhaps increasingly so with the new Archives being built).</p> <p>This is already a safe street to cycle.</p>
<ul style="list-style-type: none"> <li>Relocate the existing tour bus stop on the north side of Aitken Street outside the National Library 12 meters east, replacing two P\$ metered parking spaces.</li> </ul>	No reason for doing this other than to remove car parking

<ul style="list-style-type: none"> <li>• Install a new mobility parking space on the north side of Aitken Street near its intersection with Molesworth Street directly outside the National Library.</li> </ul>	
<ul style="list-style-type: none"> <li>• Reduce the existing motorbike parking on the north side of Aitken Street from 18 metres to 12 metres creating one additional P\$ metered parking space.</li> </ul>	<b>Oppose</b> – maintain motorbike parking as part of mode change.
<ul style="list-style-type: none"> <li>• Resolute a 10-metre section of shared path at the southern corner of the Aitken/Molesworth Street intersection to allow cyclists to bypass the intersection onto Molesworth Street.</li> </ul>	<b>Oppose</b> – an unnecessarily risky concept as cyclists do not need to turn downhill across this busy pedestrian pathway.  This is a perilous concept.
<b>Pipitea Street</b>	<b>Add</b> sharrows
<ul style="list-style-type: none"> <li>• Remove one P\$ metered parking spaces on the south side of Pipitea Street near the intersection with Molesworth Street replacing with 6 metres of broken yellow lines (No Stopping).</li> </ul>	<b>Oppose</b> – retain as much parking as possible for the Medical Centre, Pharmacy, Optician, NZ Post shop, among others.
<ul style="list-style-type: none"> <li>• Alter one P\$ metered parking space to a P\$ mobility parking space on the south side of Pipitea Street outside NZ Rugby Union Building.</li> </ul>	
<ul style="list-style-type: none"> <li>• Remove one P\$ metered parking space on the north side of Pipitea Street near the intersection with Molesworth Street replacing with 5 metres of broken yellow lines (No Stopping).</li> </ul>	<b>Oppose</b> - retain as much public parking as possible in Pipitea St.
<ul style="list-style-type: none"> <li>• Install two new Diplomatic Corp parks outside the High Commission of India at no.72 Pipitea Street replacing two existing P\$ metered parking spaces.</li> </ul>	<b>Oppose</b> – all the Embassies have parking on their properties.
<ul style="list-style-type: none"> <li>• Install one Diplomatic Corp Park outside no.39 Pipitea Street replacing one existing metered parking space.</li> </ul>	<b>Oppose</b>
<ul style="list-style-type: none"> <li>• deny right turn from Murphy St into Pipitea St</li> </ul>	<b>Oppose</b> – this turn is vital for ease of access to off-street resident parking in Pipitea St, and/or access to the Thorndon Medical Centre, Pharmacy, and for logistics, especially at the St Pauls Shopping centre.

<b>May Street</b>	
<ul style="list-style-type: none"> <li>• Replace the existing Give way with a Stop control at the intersection of May Street at Murphy Street.</li> </ul>	<b>Support</b>
<b>Kate Sheppard Place</b>	<b>Don't install</b> the perilous bi-directional cycle lane in Molesworth St. That'll render the following proposals unnecessary.
<ul style="list-style-type: none"> <li>• Install a one way only directional restriction allowing travel east only from Molesworth Street to Mulgrave Street.</li> </ul>	<b>Oppose</b>
<ul style="list-style-type: none"> <li>• Remove the existing give way control at the intersection of Kate Sheppard Place to Molesworth Street.</li> </ul>	<b>Oppose</b>
<b>Molesworth Street</b>	
<ul style="list-style-type: none"> <li>• Install a separated bi-directional cycleway for 182 meters on the eastern side between the intersections of Lambton Quay and Aitken Street replacing one general traffic lane and removing 19 P\$ metered parking spaces.</li> </ul>	<b>Oppose</b> – the cycle lane should be single lane running on Western side only in line with the traffic flow.
<ul style="list-style-type: none"> <li>• Install a separated uni-directional cycleway for 443 meters on the eastern side of Molesworth Street heading north from the intersection of Aitken Street to no.186 Molesworth Street removing 47 P\$ metered parking spaces, one mobility park and 11 metres of motorbike parking.</li> </ul>	<b>Oppose</b> - the cycle lane should run on western side all the way along Molesworth St as this avoids conflict with supermarket traffic at the northern end and logically join to the western side upper section
<ul style="list-style-type: none"> <li>• Install a separated uni-directional cycleway for 55 meters on the western side of Molesworth Street from no.186 Molesworth Street to the State Highway 1 overbridge.</li> </ul>	Ok providing cycleway runs all the way on the Western side.
<ul style="list-style-type: none"> <li>• Remove bus stop #5112 Molesworth Street at Wellington Cathedral of St Paul.</li> </ul>	<b>Oppose</b> – not only does this support parishioners for the Cathedral but also the customers for the Medical Centre, Pharmacy, NZ Post and other shops in the St Pauls Shopping centre, plus the National Library. Bus stops need to remain at logical locations for <b>pedestrian</b> destinations.
<ul style="list-style-type: none"> <li>• Remove bus stop #5114 Molesworth Street at SH1 Motorway overbridge</li> </ul>	<b>Oppose</b> - it would be a long uphill haul from mid Molesworth for pedestrians on a wet & windy day to get to their near apartments, or MoH, Police Headquarters, Correspondence School, etc

<ul style="list-style-type: none"> <li>Remove one metered parking space outside no.127 Molesworth Street to extend the motorbike parking to 10 metres.</li> </ul>	
<ul style="list-style-type: none"> <li>Replace two metered parking spaces outside no.83 Molesworth Street with car share spaces.</li> </ul>	
<ul style="list-style-type: none"> <li>Install one new metered P120 mobility park outside Parliament on the west side of the road opposite no.42 Molesworth Street removing two angled P\$ metered parking spaces.</li> </ul>	
<ul style="list-style-type: none"> <li>Install two new taxi stand spaces outside no.127 Molesworth Street removing two metered parking spaces.</li> </ul>	
<ul style="list-style-type: none"> <li>Install a new cycle crossing next to the existing pedestrian crossing outside no.186 Molesworth Street.</li> </ul>	
<ul style="list-style-type: none"> <li>Install a “floating” bus stop at any of the stops on Molesworth Street i.e. Stop 5111, Stop 5112, Stop 5113, or Stop 5114</li> </ul>	<p><b>Oppose</b>  Floating bus stops have been internationally proven to be dangerous to pedestrian bus users as cyclists fail to stop for halted buses. The bus stop should continue to be against the existing footpath edge, which will prevent cyclists from passing the bus doors and remove this pedestrian risk</p>
<b>Lambton Quay</b>	
<ul style="list-style-type: none"> <li>Install a separated bi-directional cycleway for 71 meters on the southern side of Lambton Quay between the intersections of Whitmore Street and Bunny Street. This removes a bus stop from 7:00am-9:00am and 12 P\$ metered parking spaces at other times. This bus stop will be relocated to Stout Street.</li> </ul>	<p><b>Oppose</b> – The cycle lanes should be unidirectional running with the traffic. The existing parking and bus stop location work well as a drop off and staging point for the School buses.</p>
<b>Bunny Street</b>	
<ul style="list-style-type: none"> <li>Remove the existing bus stop on the north-eastern side of Bunny Street replacing it with 15.5metres of broken yellow lines (No stopping).</li> </ul>	
<ul style="list-style-type: none"> <li>Alter the existing full-time loading zone on the southwestern side of Bunny Street to Bus Stop 7:00am-9:00am and 3.30pm-6:00pm Monday – Friday and loading zone at all other times.</li> </ul>	

<ul style="list-style-type: none"> <li>• Resolute an 8-metre section of shared path at the southern corner of the Bunny Street/Thorndon Quay intersection to allow cyclists to bypass the intersection from Bunny Street into Thorndon Quay.</li> </ul>	
<b>Murphy Street</b>	<b>Change to 30kph</b>
<ul style="list-style-type: none"> <li>• Install a separated uni- directional cycleway for 95 meters on the eastern side of Murphy Street heading south from the intersection of Tinakori road to the pedestrian crossing at the end of the State Highway 1 overbridge.</li> </ul>	<b>Support</b>
<ul style="list-style-type: none"> <li>• Install a “floating” bus stop on Murphy street near the existing bus stop number 4114</li> </ul>	<p><b>Oppose</b> Floating bus stops have been internationally proven to be dangerous to pedestrian bus users as cyclists fail to stop for halted buses. The bus stop should continue to be against the existing footpath edge, which will prevent cyclists from passing the bus doors and remove this pedestrian risk</p>
<ul style="list-style-type: none"> <li>• Install a separated uni- directional cycleway for 271 meters on the western side of Murphy Street heading south from opposite no.68 Murphy Street to the intersection of Pipitea Street.</li> </ul>	<p><b>Oppose</b> The proposal introduces significant hazards, particularly at the busy NW entrance/exit.</p> <p>Explore the cycle lane being situated on the eastern side of the street, or, combined with 30kph traffic calming, move to a solution with sharrows as the cyclists are advantaged by the downhill gradient.</p> <p>Do not deny a right turn into Pipitea St.</p>
<ul style="list-style-type: none"> <li>• Remove 10 P\$ metered parking spaces on the eastern side of Murphy Street between Halswell Street and Turnbull Street replacing with 57 metres of broken yellow lines (No Stopping).</li> </ul>	<b>Oppose</b> – this is important parking for WREMO, NZ Royal Society, school drop-off and pickups, etc
<ul style="list-style-type: none"> <li>• Remove three P\$ metered parking spaces on the eastern side of Murphy Street between Turnbull Street and the signalised crossing replacing with 16 metres of broken yellow lines (No Stopping).</li> </ul>	<b>Oppose</b> – this is important parking for WREMO, Royal Society, school drop-off and pick ups, etc
<ul style="list-style-type: none"> <li>• Install a give way control on Halswell Street at the intersection of Murphy Street.</li> </ul>	<b>Support</b>

<ul style="list-style-type: none"> <li>• Install four new P10 pick up and drop parking spaces 8:30am-9:30am and 2:30pm-3:30pm Monday – Friday during the period when the Thorndon Pool is closed only.</li> </ul>	
<b>Mulgrave Street</b>	<b>Change to 30kph</b> – 3 significant schools use/cross this street.
<ul style="list-style-type: none"> <li>• Install a separated uni- directional cycleway for 153 meters on the western side of Mulgrave Street heading south from the intersection of Pipitea Street to the intersection of Aitken Street. Removing seven P\$ metered parking spaces.</li> </ul>	<b>Oppose</b> – insert sharrows instead and retain the Clearway
<ul style="list-style-type: none"> <li>• Remove five P\$ metered parking spaces installing 36 meters of broken yellow lines (No Stopping) outside no.32 Mulgrave Street.</li> </ul>	<b>Oppose</b>
Remove the Tour Coach park from outside Old Saint Pauls Cathedral	<b>Oppose</b> Old St Pauls is one of, if not the most important tourist attractions for Wellington. The current Tour Coach park outside Old St Pauls is essential to service this Category 1 Heritage NZ owned attraction and particularly to service visitors from Cruise Liners. In our view, removing this park gives the message that Wellington no longer wants these visitors. Given that, under these proposals, there is a bus park retained in Murphy St for school usage, why can't this one be retained?
<ul style="list-style-type: none"> <li>• Remove one metered parking space installing 6 meters of broken yellow lines (No Stopping) outside no.48 Mulgrave Street.</li> </ul>	<b>Oppose</b>



Stout Street	
<p>Change 22 angled parking spaces to parallel Bus Stop 7:00am-9:00am and 3.30pm-6:00pm Monday – Friday and then 12 P\$ metered parking spaces at other times.</p>	<p><b>Oppose</b> – There is no cycleway proposed for this part of Stout Street and there is no need to remove the angled parking and replace it with parallel parks. The Council is proposing to spend very large sums of money to replace on-street parking with purchased off street parks, and the retention of these angle parks is a simple way of (slightly) reducing these street park replacement costs, irrespective of the use of this part Stout Street for a temporary Bus stop/park. In any event, the Bus stop should remain where it is on Lambton Quay</p>

Thank you for the opportunity to make this submission on the Thorndon Connections proposed safety improvements.

The Association wishes to represent its submission to Council.

Yours sincerely



Richard Murcott

Chair

**Thorndon Residents Association**

m: [027 224 3041](tel:0272243041) w: [thorndon.org.nz](http://thorndon.org.nz)