



Bunny Street Connection

Consultation summary
13 July - 3 August 2026



785

submissions
received

Introduction

The purpose of this report is to summarise community feedback received on proposed changes to Bunny Street and northern Lady Elizabeth Lane.

Project purpose

- Provide a safer, more direct, and more comfortable environment for people walking, biking, and scooting, while improving access through one of Wellington's busiest transport gateways.
- Complete a missing cycling connection between Lady Elizabeth Lane, Bunny Street, and Thorndon Quay.

The project responds to the expected continued growth in people riding bikes following the opening of Te Ara Tupua and completion of major cycle routes from the north, south, west, and east.

It is also informed by the area's safety record. Bunny Street has recorded 61 crashes over the past decade, including incidents involving people walking and cycling, highlighting the need for infrastructure that improves safety for all road users and helping to slow traffic in this busy pedestrian area.

Overview of proposed changes

- Raised mid-block pedestrian crossing on Bunny Street outside the railway station
- Separated two-way bike lane on Bunny Street's northern side between Featherston and Waterloo Quay
- Six P120 metered parks removed
- One-way vehicle operation on the west side of Bunny Street between Lambton Quay and Featherston Street, exiting via Lambton Quay; bikes will still be able to travel both ways
- 42m cycle lane on the northern end of Lady Elizabeth Lane, alongside the Shed 21 building
- Waterloo Quay turning lanes reduced from three to two
- Coach stop shortened to improve crossing visibility

A variety of engagement methods were used to provide opportunities for community members and stakeholders interested in or affected by the proposal to participate in the consultation (see page 28). Feedback is considered alongside technical, operational and strategic information to inform recommendations to elected members.

Information and responses from the community are presented in themes and graphs to give Councillors, officers, stakeholders, and the community a sense of the feedback.

Consultation summary

Public consultation on the proposed Bunny Street and northern Lady Elizabeth Lane improvements ran from 13 July to 3 August 2026 and received 785 submissions from individuals and organisations.

Overall support: Of the respondents who answered the overall support question, 60% supported or strongly supported the proposal, while 36% opposed or strongly opposed it. Support was not unqualified; two-thirds of comments from supporters were further suggestions or concerns about the proposal.

Supporting feedback: Improved cycling connectivity and experience and improved safety for all road users were predominant themes, followed by better pedestrian access and support for mode shift away from private cars. Many welcomed greater pedestrian priority outside a major public transport hub and described Bunny Street as a missing link in the central city bike network.

Opposing feedback: Criticism of Council priorities and operations were prominent themes, alongside views that the cycle lane is unnecessary and that the rationale and data behind it are unclear. Project-specific concerns included traffic and vehicle access being negatively impacted, and parking removal. Concern for pedestrian safety and that cyclists were being prioritised over other road users was also raised.

58% of respondents living with a disability or accessibility issues (61 submitters) were opposed or strongly opposed.

Shared feedback: Supporters and opponents shared concerns about cycleway conflicts or two-way operation; the pedestrian crossing; and a desire for even further pedestrian or streetscape improvements.

Who we heard from:

- 71% of respondents normally cycle (39%) or walk/run (32%) through the area. This is a much higher percentage than similar consultations and likely due to high number of commuters using the train station and the nearby major arterial cycling commuting route.
- 21% travel by car/van/ute.
- 64% of respondents pass through Bunny Street, use the train station, or work in the area. More than half of each of these groups supported or strongly supported the changes.
- 66% of respondents felt it was important to change our existing street space to make it safer and easier for people to walk, ride and take the bus.

In summary: The consultation shows majority support for the Bunny Street improvements, alongside a strong and widely shared concern in getting the design right.

How many responses did we get?

785 submissions were made by individuals and people representing organisations

Concurrent consultations: The Bunny Street consultation was held jointly with the consultation on Brooklyn Road connections. Cross-promotion allowed consultations to reach a wider audience and made it easy for people to submit on both projects. Out of a total of 1180 submissions across the joint consultations, 785 related to Bunny Street.

Submissions channels and analysis: During the consultation, submissions are received via the online survey, paper survey, email or the call centre. All submissions are considered by the project team, analysed and themed for the consultation summary report, and presented to Councillors.

This report predominately summarises answers to the questions in the feedback form (online and on paper). To avoid misinterpretation, we do not infer support or opposition from free-form email and phone submissions.

Duplicate submissions: Every submission we receive is considered genuine in the first instance. If someone has submitted more than once, we may:

- combine submissions when the reason for submitting more than once is to add information to a previous submission
- keep the last submission submitted, removing the first; this is done when information in the submission has changed or is different from one submission to the next
- remove a submission where submissions are obviously in bad faith, such as multiple submissions under false names and/or malformed email addresses.

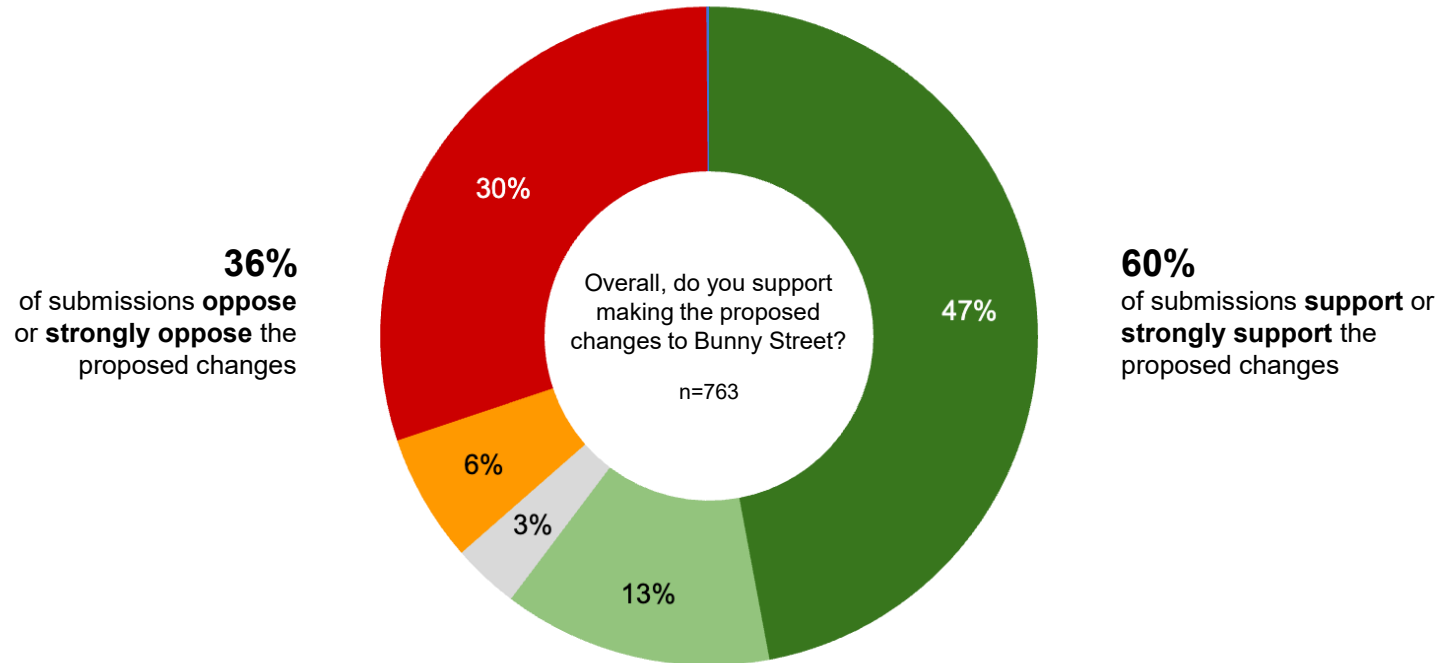
Across the joint consultation, 307 suspicious submissions were removed. Of these, 213 were for both consultations and 94 for Bunny Street only. 10 submissions relating to Bunny Street were genuine duplicates and were either merged or the later submission retained. This resulted in 5 of the duplicate submissions contributing to the total of 785 submissions.



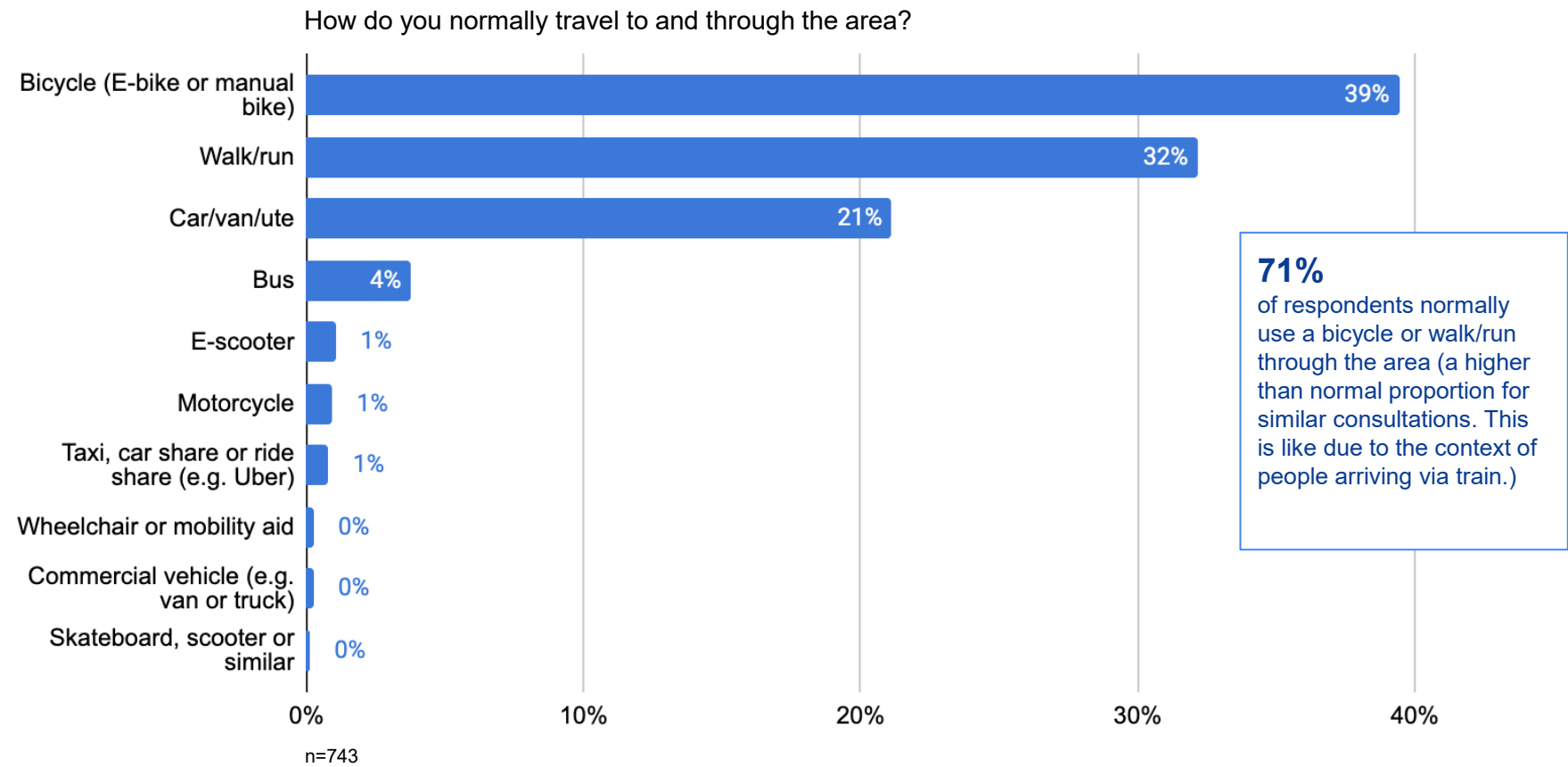
What we heard

Overall level of support for proposal TR-26-30 from all respondents

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



Mode of travel



Overall themes from all respondents

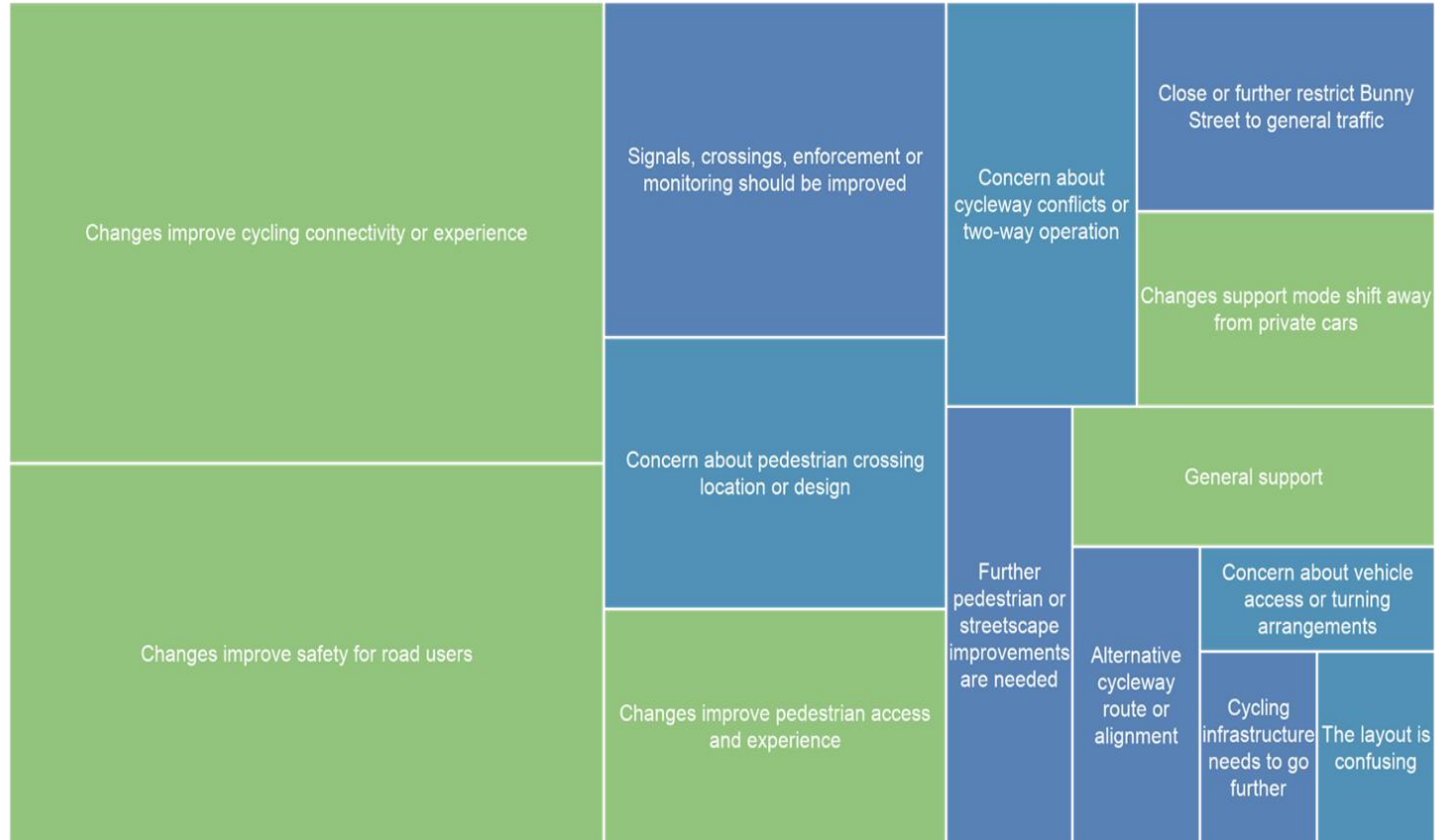
■ Oppose
 ■ Support
 ■ Concern
 ■ Suggestion

Themes from everyone who gave feedback are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes mentioned **fewer than 10 times are not shown**.



Overall themes from all respondents who support or strongly support the proposal

■ Support ■ Concern ■ Suggestion



Themes from everyone who gave feedback are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes mentioned **fewer than 10 times are not shown**.

Unpacking what we heard: Support

- **Completing an important missing link in the cycling network**

Respondents frequently described Bunny Street as the gap between the Thorndon Quay/Te Ara Tupua routes and the waterfront/CBD and wanted a continuous connection rather than cyclists having to improvise a route: ***Changes improve cycling connectivity or experience.***

- **Improved safety for all road users**

The theme ***Changes improve safety for road users*** includes support for safety improvements for cyclists as well as support for the safety improvements for pedestrians. Furthermore, there was the sentiment that the proposed changes make movements clearer and more predictable for everyone. As a result it was felt that the changes would make cycling more accessible to a wider range of people: ***Changes support mode shift away from private cars.***

- **Giving greater priority to pedestrians around a major public-transport hub welcomed**

Some supporters considered the existing street too car-focused and welcomed that the proposal places greater emphasis on pedestrians and active transport outside the station: ***Changes improve pedestrian access and experience.***

- **Changes welcome, but more to do for safety**

Respondents generally viewed the proposed changes as a promising first step toward improving safety, though many emphasised that further measures are necessary to ensure sustainable and equitable progress for everyone, including clearer indication of who has right of way: ***Signals, crossings, enforcement or monitoring should be improved, Close or further restrict Bunny Street to general traffic, Further pedestrian or streetscape improvements are needed, Alternative cycleway route or alignment, Cycling infrastructure needs to go further.***

- **Support for changes, but concerns over safety remain**

When respondents expressed concern about a detail of the proposed changes without giving improvement suggestions, they talked about ***Concern about pedestrian crossing location or design, Concern about cycleway conflicts or two-way operation, Concern about vehicle access or turning arrangements***, and ***The layout is confusing*** where it was unclear how people were expected to move safely through some parts of the proposed design.

64% of comments from people who support/strongly support the proposal are **suggestions** to further improve the proposed changes or **concern** about some part of it.

Sample comments from respondents who strongly support or support the overall changes

"I think this will be a **significant improvement** to the current situation. I think the **pedestrian raised crossing area width should be wider** to make it easier for people walking and to discourage crossing outside of the encouraged zones. **'Slow zone' or similar markings for the bike lane** or similar could be a good idea. There are a lot of vehicle movements and pedestrian movements."

Resident of Hataitai, normally travels by bicycle through the area

"[It] will **streamline transport** especially with Te Ara Tupua walk and cycleway"

Resident of Northland, normally travels by car/van/ute through the area

"[...] I would support **changing the raised pedestrian crossing to a raised zebra crossing to prioritise pedestrian users and improve clarity**. A raised courtesy crossing does not provide clear signals to pedestrians or drivers about who has the right of way."

Resident of Oriental Bay, normally travels by bicycle through the area

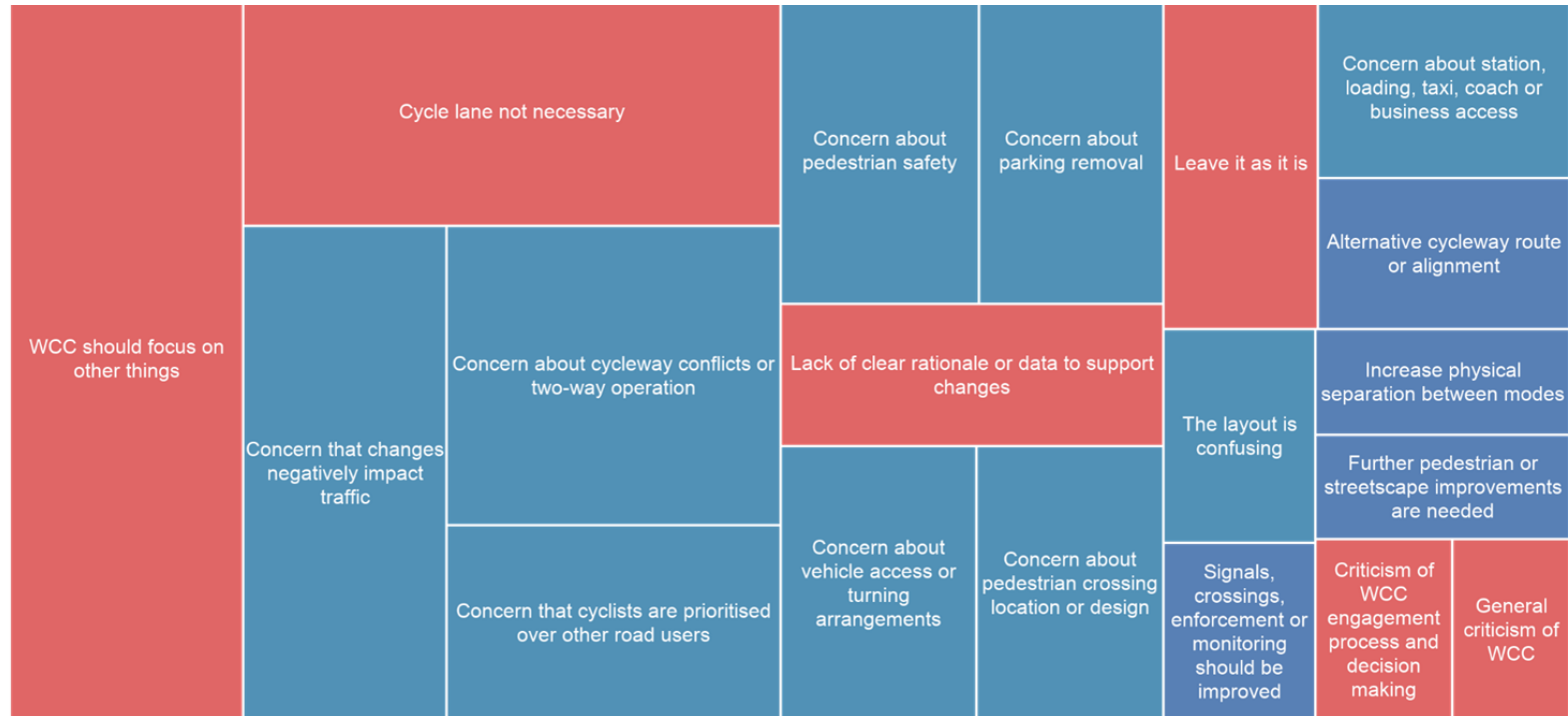
"Strongly support. These changes would be a **marked improvement for pedestrian and cyclist safety**, where they are probably at their most concentrated point out of the whole city most days. The **current car-centric layout is extremely frustrating** because it prioritises people using private vehicles' thoroughfare as more important than a liveable multimodal city."

Resident of Newtown, normally walks/runs through the area

Overall themes from all respondents who oppose or strongly oppose the proposal

Themes from everyone who gave feedback are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes mentioned **fewer than 10 times are not shown**.

■ Oppose ■ Concern ■ Suggestion



Unpacking what we heard: Oppose

- **The project is seen as unnecessary or poor value for ratepayer money**

A recurring view was that Bunny Street functions well enough to leave as is, with concerns that Council funding could be better spent elsewhere: **WCC should focus on other things, Leave as it is.** Some also questioned the rationale for the changes, while others suggested cyclists could already use existing routes like Whitmore Street or the current Bunny Street arrangement: **Lack of clear rationale or data to support changes, Alternative cycleway, Cycle lane is not necessary.**

- **Concern that a two-way cycleway will increase conflict with pedestrians**

Those opposed to the two-way cycle way emphasised the very large pedestrian flows from the railway station and feared pedestrians would unexpectedly encounter cyclists travelling in both directions immediately outside the station: **Concern about cycleway conflicts or two-way operation.**

- **Concern about increased congestion and reduced road capacity.**

Respondents objected particularly to reducing turning lanes at Waterloo Quay, as well as the raised platform and other changes they believed would create queues and delays at peak times: **Concern that changes negatively impact traffic.**

- **The changes are seen as disproportionately benefiting a relatively small number of cyclists**

Some respondents felt road space and funding were being reallocated away from the much larger numbers of pedestrians, public-transport users and motorists using the station area: **Concern that cyclists are prioritised over other road users.**

- **Loss of parking and reduced pickup/drop-off access**

Respondents were concerned about the parking removal and pressure on existing taxi, rideshare, coach and short-stay areas, particularly for people collecting train passengers, families, older or mobility impaired people: **Concern about parking removal, Concern about vehicle access or turning arrangements, Concern about station, loading, taxi, coach or business access.**

- **The design is considered too complicated or potentially less safe than the existing arrangement**

Concerns included confusing lane layouts, the effectiveness and status of the raised platform, pedestrians continuing to cross wherever convenient, conflicts at station entrances and uncertainty about who has priority: **Concern that changes negatively impact traffic, Concern about cycleway conflicts or two-way operation, Concern that cyclists are prioritised over other road users, Concern about pedestrian safety, Concern about parking removal, Concern about vehicle access or turning arrangements, Concern about pedestrian crossing location or design, Concern about station, loading, taxi, coach or business access**

Sample comments from respondents who strongly oppose or oppose the overall changes

"Leave it as it is for now and save the money!!!! **this will just cause more traffic congestion.** This street is a very busy street in peak hour and now you just want to make an even bigger bottle neck"

Resident of Newlands, normally uses car/van to travel through the area

"There is massive priority and real estate given to cyclists. The vast majority of the 10,000 commuters per day are on foot, during rush hour, and you are attempting to funnel all of them through three narrow crossings. People about to miss a train are on a tighter deadline than car or bike users. **This will cause more cyclists versus pedestrian accidents, especially since there is an unfamiliar two way cycleway on one side after a single way cycleway on the other."**

Resident of Johnsonville, normally travels on bus through the area

"It does not seem there is any evidence that proves speed is an issue, for example pedestrians were hurt, because of speed/traffic in this specific area. WCC officials should do a cost benefit analysis of changes, impacts (who will benefit), including ongoing costs. WCC officials should also consider and present the opportunity cost: spending money for this means less money for other things, and continuing rates increases (with less parking \$ to pay for it)."

Resident of Brooklyn, uses all modes to travel through the area

"You have pedestrians diving across Bunny Street as they exit the station and walk straight ahead. Hardly anyone bothers to use the pedestrian crossing. So now you will have fairly high speed bikes on a cycle lane right by the footpath. For pities sake **put in a proper pedestrian crossing** before cyclist meets pedestrian!"

Resident of Ngaio, normally walks/runs through the area

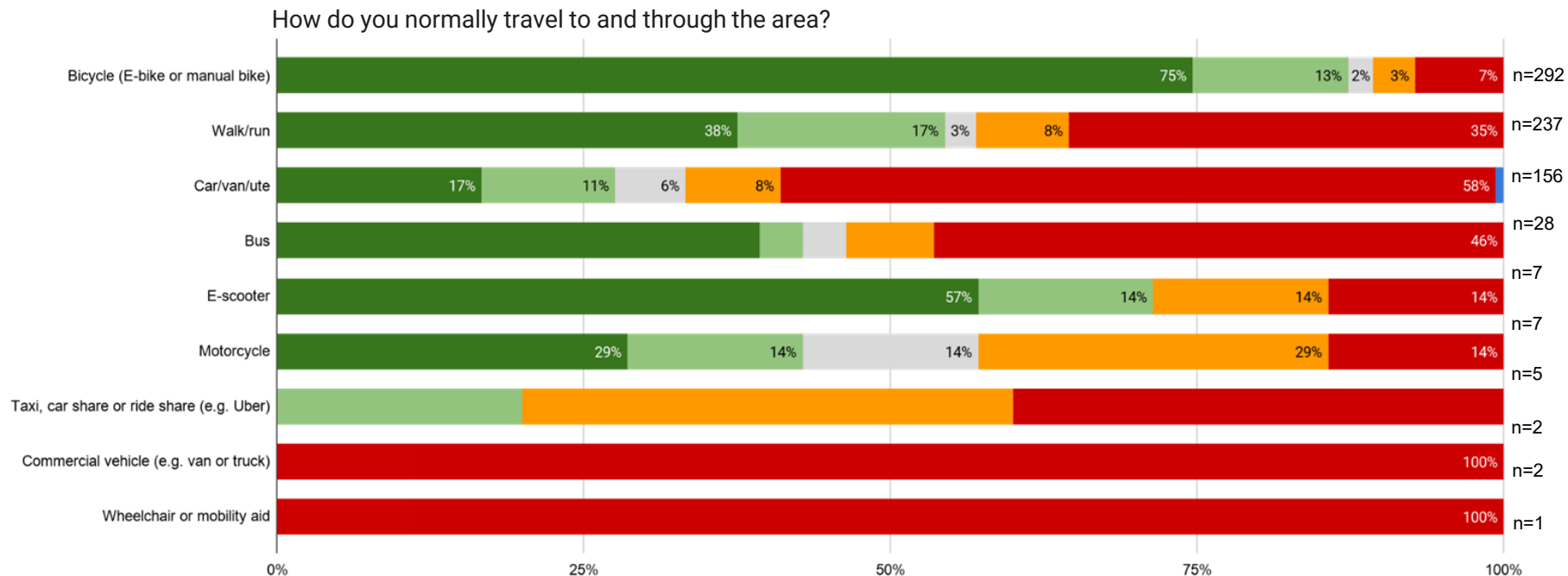


**Different levels of
support for the overall
proposed changes**

Overall level of support for the proposal by mode

n=737

Strongly support
 Support
 Neutral
 Oppose
 Strongly oppose
 Don't know



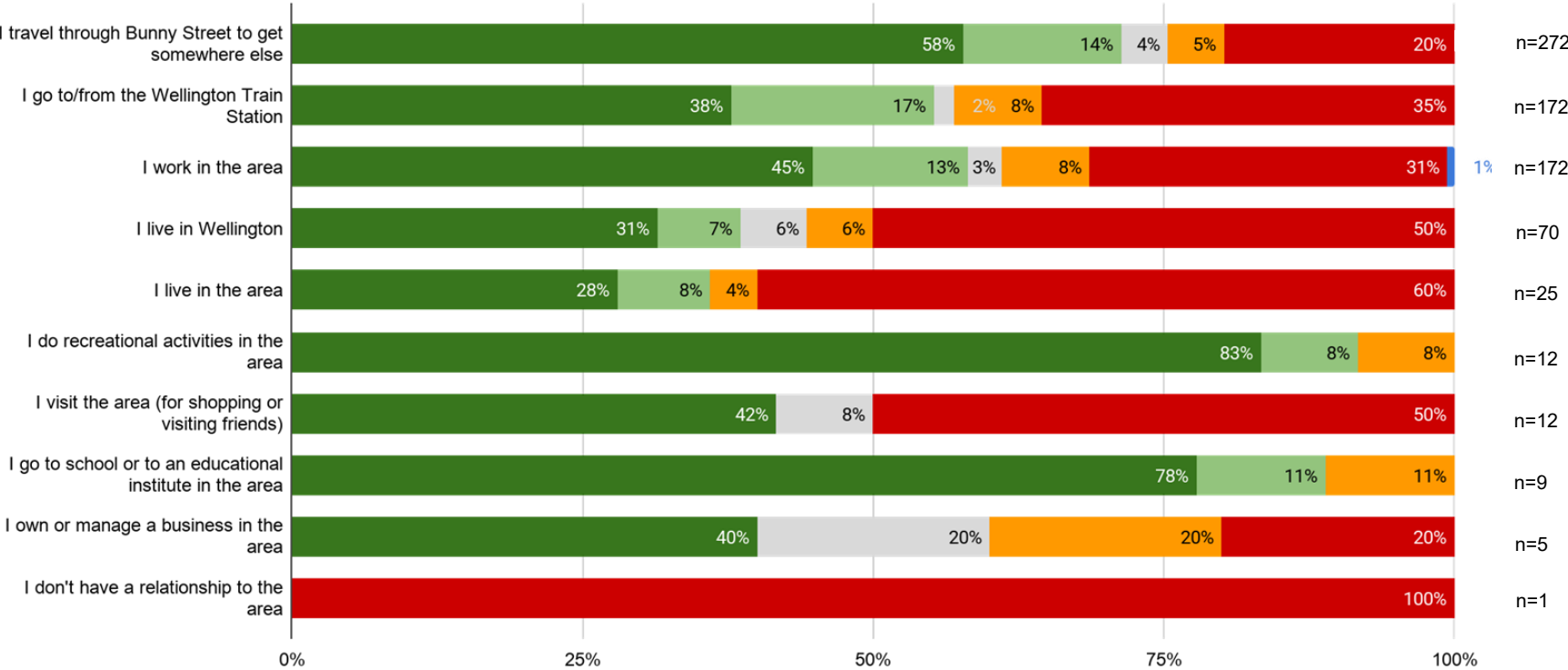
71% of respondents normally use a bicycle or walking/running through the area. 88% of cyclists support/strongly support the proposal.

Overall support for the proposal, by relationship to the Bunny Street area

n=750

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

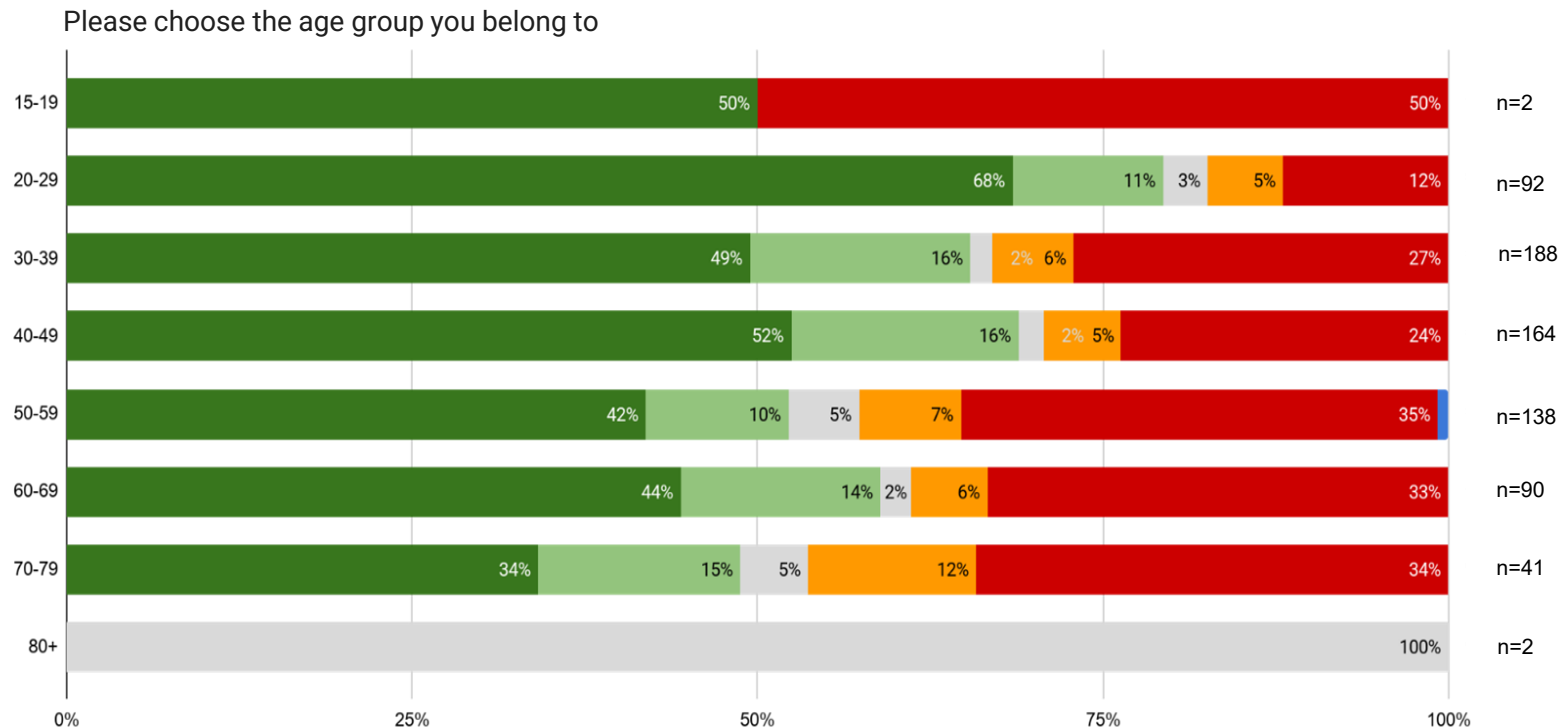
What is your main relationship to the Bunny Street area?



Overall level of support for the proposal by age

n=715

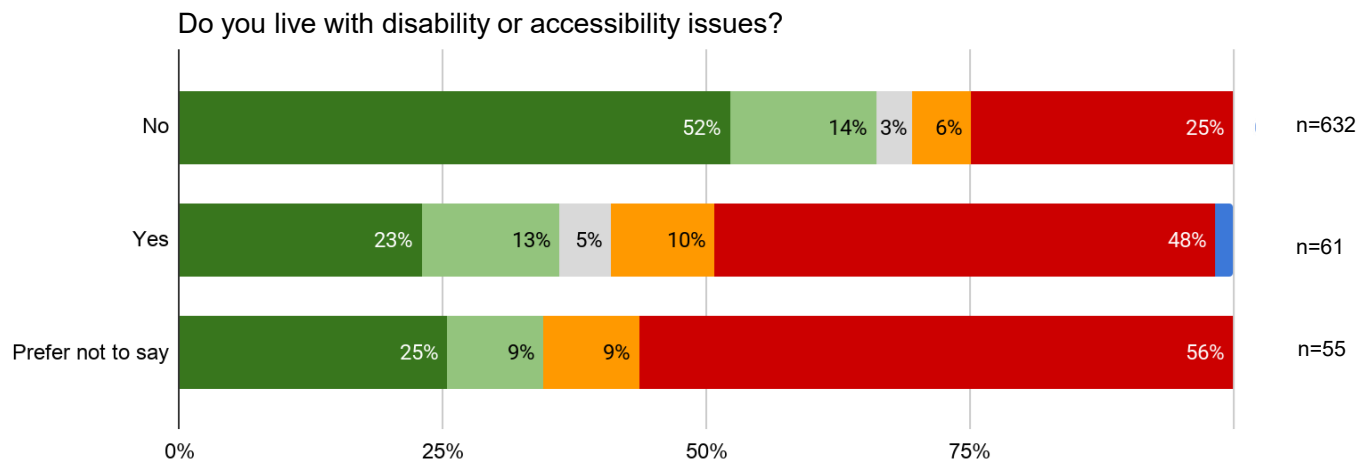
- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose
- Don't know



Respondents who are in their 20s are most supportive of the proposal (79% support/strongly support).

Overall level of support for the proposal by accessibility issues

n=748



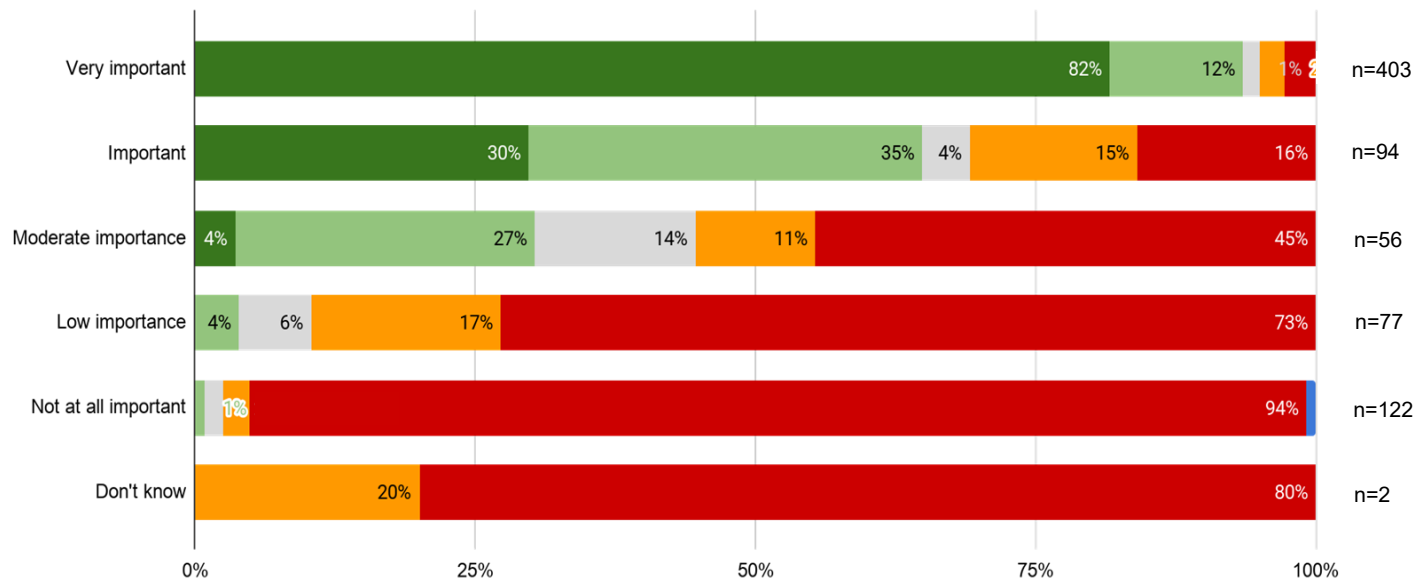
58% of respondents living with a disability or accessibility issues oppose or strongly oppose the proposal.

Overall level of support for the proposal by importance to change our existing street space to make it safer and easier for people to walk, ride and take the bus

n=757



How important is it to you to change our existing street space to make it safer and easier for people to walk, ride and take the bus?



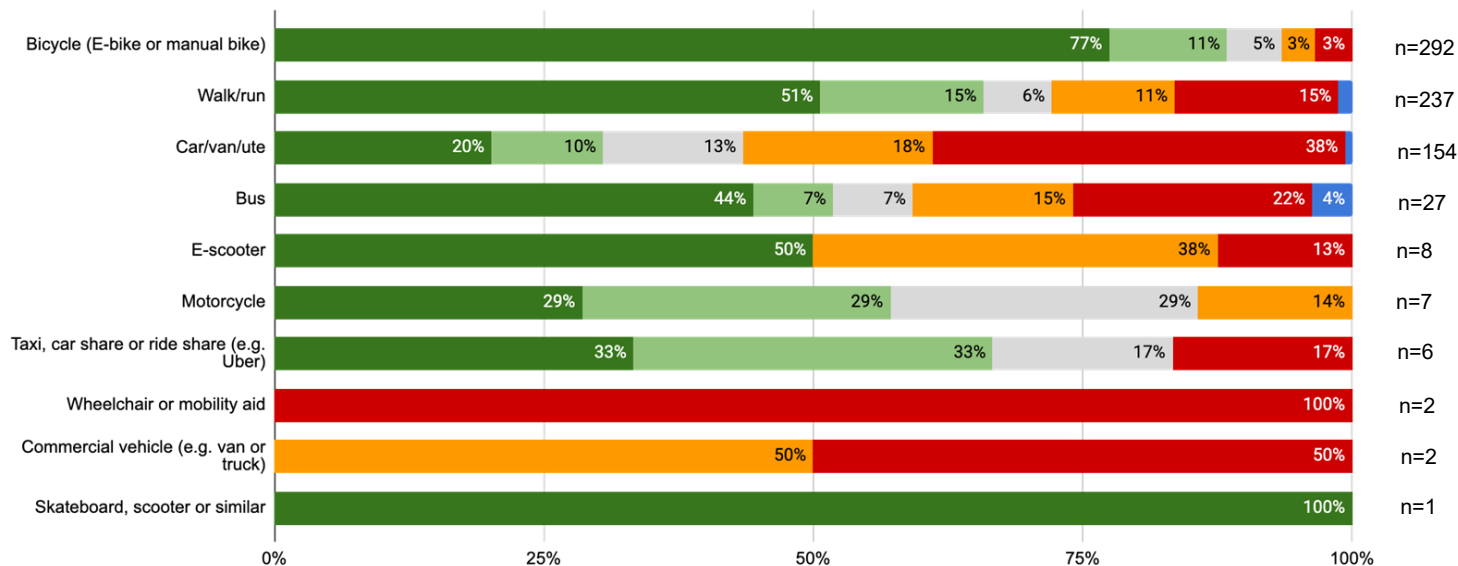
66% of all respondents thought it is very important or important to change the existing street space.

Importance of changing the existing street space to make it safer by mode

n=737



How important is it to you to change our existing street space to make it safer and easier for people to walk, ride and take the bus?

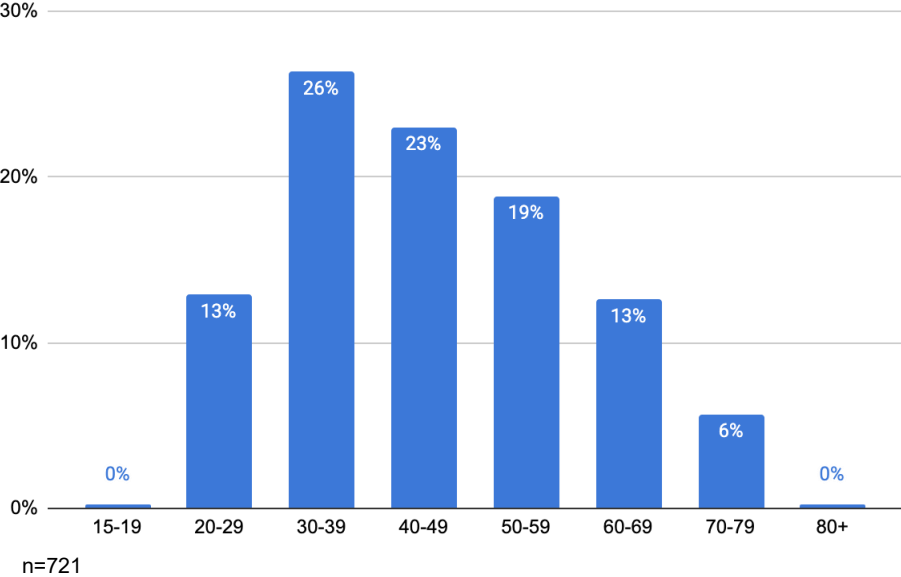




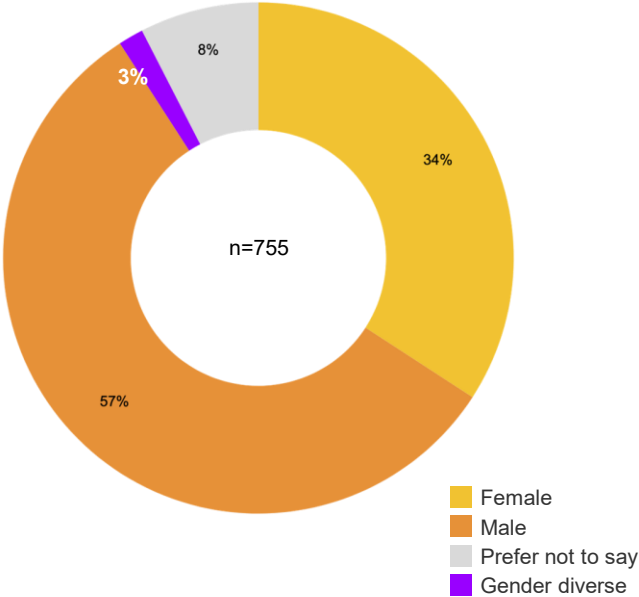
Who we heard from

Who we heard from

Age



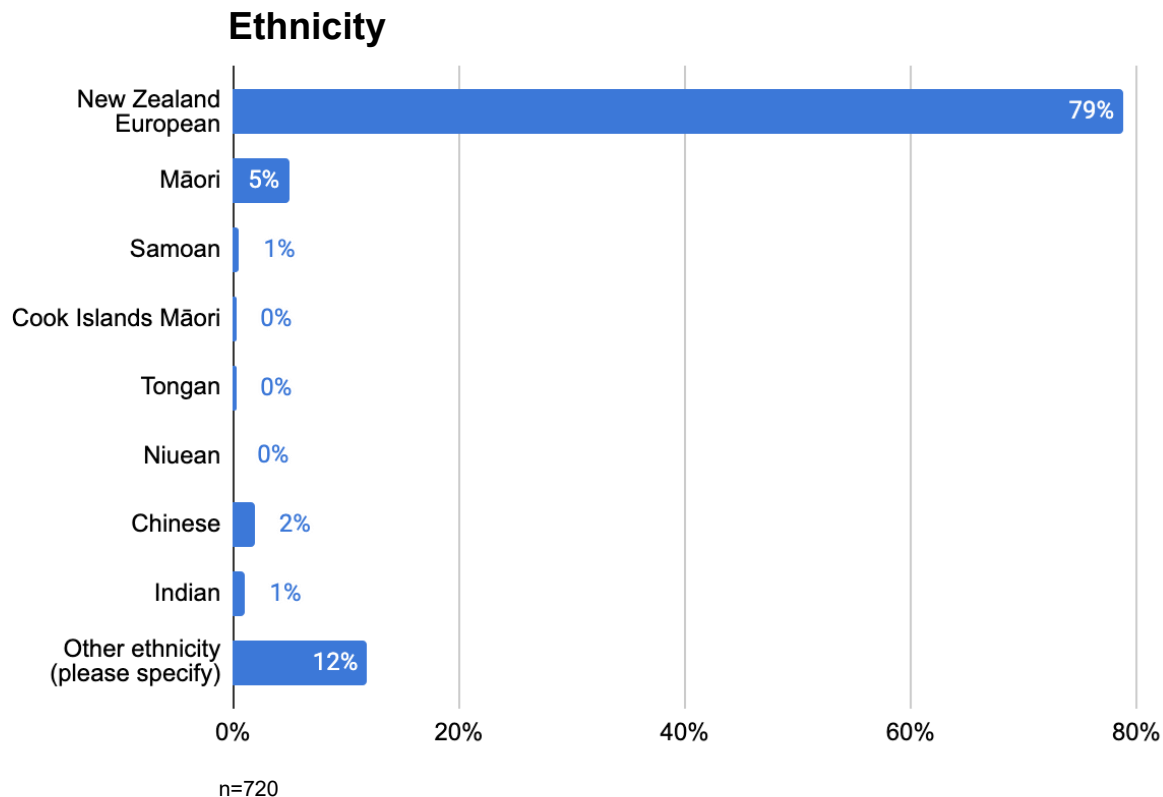
Gender



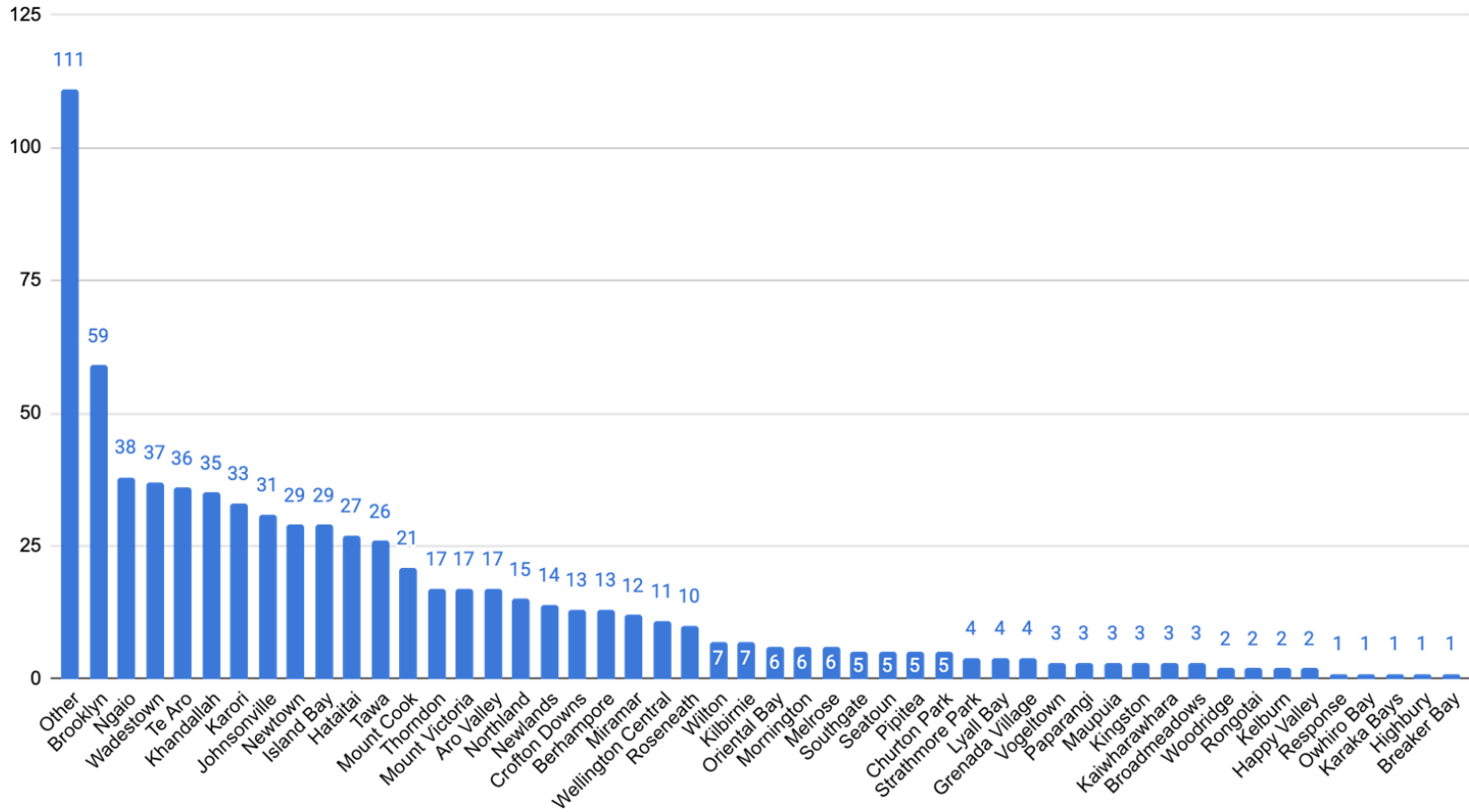
Who we heard from

Note:

Respondents could select more than one option so the total exceeds 100%



Location of submitters



Organisations we heard from

- Rydges Wellington
- Strait NZ / Bluebridge
- Wellington Trails
- Blind Citizens NZ, Wellington Branch
- CCS Disability Action
- Great Harbour Way Trust
- NZHHA Roding
- Living Streets Aotearoa Wellington
- One Featherston Development Ltd
- Victoria University - Property Services
- Metlink/Greater Wellington Regional Council
- Remutaka Cycle Trail Great Ride
- ORCA
- Flamingo
- AA
- Foundation for Equity and Research New Zealand (FERNZ) | Wellington Community Action Group (CAG)
- New Zealand Heavy Haulage
- Cycle Wellington

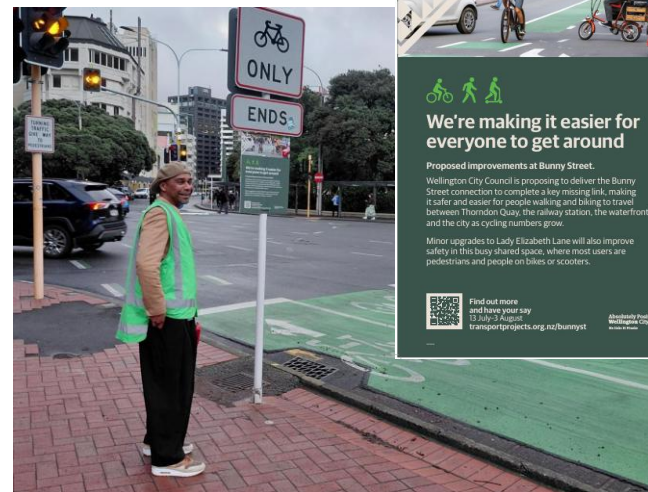


Other engagement activity

Community and stakeholder engagement

Engagement during the consultation period included:

- **Morning flyer distribution outside Wellington train station**
 - 14 and 16 July, 7.30-9am
 - 2000 flyers distributed; 5-6 kaimahi on-site, positioned at high pedestrian and cycle spots on Bunny Street
- **Drop-in information session**
 - 21 July, 4-6pm; Rutherford House at 33 Bunny St
 - 30 people came to have in-depth conversations with the project team
 - Collateral to assist conversations and submissions included:
 - ✓ Maps and technical drawings
 - ✓ Tablets for people to view the interactive website or make a submission
 - ✓ Paper surveys to submit immediately or take away
 - ✓ Flyers with QR code to take away
- **Emails and letters to businesses, property owners, building managers, and tenants** - delivered at the start of consultation, they provided information about the proposal and Traffic Resolution, ways to submit, and links to the consultation website and survey.
- **Drop-in visits to every business within 50m** - to inform them the consultations was open
- **Site visit** with Disability Advocacy Group



Promotion and advertising

The promotion and advertising campaign for the Bunny Street Connections aimed to let people know about the proposed changes, how they could access more information and provide feedback if they wanted to make a submission. Promotion included:

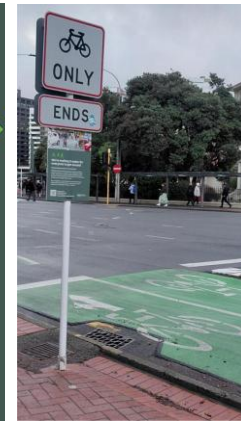
- media release
- public notice in The Post
- physical signs on Bunny Street.

The digital advertising campaign balanced high-traffic commuter placements with broader city-wide digital reach to target the range of people who move through Bunny Street daily. This included:

- large-format roadside billboards
- screens at train stations including Wellington Central
- display advertising on NZ Herald and Stuff, and Google Search.

The consultation was also promoted by a mix of organic and paid social media, Facebook and Meta advertising.

- Click-through rate of 1.98% was significantly above average.
- Organic content also outperformed the Council's typical content with over 100,000 views, demonstrating strong audience engagement.





Appendix A: Theme descriptions

Themes

The consultation asked the community to provide feedback on a number of different aspects of the scheme, as well as the overall proposal. This resulted in a large number of themes, all of which are listed on the following pages with a definition of each.

The list is ordered from the most frequently mentioned theme across all questions and comments, to the least.

Theme descriptions (1/5)

Theme	Description
Changes improve cycling connectivity or experience	Comment stating that the proposal will improve cycling connectivity, comfort, directness, accessibility, or ease of use.
Changes improve safety for road users	Comment stating that the proposed changes will improve safety for people walking, cycling, scooting, or driving.
Concern about cycleway conflicts or two-way operation	Comment concerned that the cycleway, particularly its bidirectional operation, will create conflicts or visibility risks between cyclists, pedestrians, and vehicles.
WCC should focus on other things	Comment stating that WCC should not spend money on this project, that it is poor value or unaffordable, or that Council should prioritise other work.
Concern about pedestrian crossing location or design	Comment concerned about the proposed raised pedestrian platform's location, alignment, width, form, priority, or suitability.
Signals, crossings, enforcement or monitoring should be improved	Comment proposing signals, signs, give-way controls, enforcement, cameras, or monitoring to manage how the street operates.

Theme descriptions (2/5)

Theme	Description
Cycle lane not necessary	Comment stating that the proposed Bunny Street cycleway is unnecessary or that adequate cycling provision already exists.
Concern that changes negatively impact traffic	Comment concerned that the proposal will worsen traffic flow, congestion, queuing, delay, bottlenecks, or vehicle emissions caused by slower traffic.
Concern about vehicle access or turning arrangements	Comment concerned about the proposed one-way arrangement, turning-lane changes, station entry or exit, emergency access, or ability of vehicles to reach a destination.
Further pedestrian or streetscape improvements are needed	Comment asking for additional pedestrian, accessibility, amenity, lighting, shelter, weather-protection, landscaping, or streetscape improvements.
Alternative cycleway route or alignment	Comment proposing a different local route, side, position, or connection for the Bunny Street cycleway.
Concern about pedestrian safety	Comment stating that the proposed changes will make pedestrians less safe or introduce a new pedestrian hazard.

Theme descriptions (3/5)

Theme	Description
Concern that cyclists are prioritised over other road users	Comment stating that the proposal gives disproportionate priority or street space to cyclists at the expense of pedestrians, drivers, businesses, or other users.
Close or further restrict Bunny Street to general traffic	Comment proposing full or partial closure of Bunny Street to general motor traffic, or stronger restrictions than those proposed.
Lack of clear rationale or data to support changes	Comment questioning the evidence, need, rationale, modelling, expected benefits, costs, or factual basis for the proposal.
Changes improve pedestrian access and experience	Comment stating that the proposal will make walking more direct, accessible, convenient, legible, or pleasant.
Concern about parking removal	Comment concerned about the removal, reduction, availability, cost, or replacement of general parking.
Concern about station, loading, taxi, coach or business access	Comment concerned about operational access to Wellington Station, nearby businesses, loading areas, taxi or ride-share activity, or coach stops.

Theme descriptions (4/5)

Theme	Description
Leave it as it is	Comment clearly preferring the current Bunny Street arrangement or saying the existing street works adequately.
The layout is confusing	Comment stating that the proposed layout is confusing, complicated, overdesigned, difficult to understand, or difficult to navigate.
Changes support mode shift away from private cars	Comment stating that the proposal will support active transport, reduce reliance on private cars, broaden transport choice, or reduce emissions.
Increase physical separation between modes	Comment suggesting greater physical or controlled separation between pedestrians, cyclists, scooters, and motor vehicles.
General support	Comment expressing support for the Bunny Street proposal without giving a clear, codeable reason.
Criticism of WCC engagement process and decision making	Comment criticising the consultation process, survey design, engagement, transparency, or how WCC is making the decision.

Theme descriptions (5/5)

Theme	Description
General criticism of WCC	Comment expressing broad negative views about WCC, councillors, staff, competence, or Council decision-making without a more specific WCC issue.
Cycling infrastructure needs to go further	Comment asking for cycling improvements beyond the Bunny Street and Lady Elizabeth Lane project area.