Martin Luckie Park to Island Bay Shared Path Proposal

Consultation summary - August 2025

Introduction

Public consultation was conducted on the proposed shared-use path connecting Martin Luckie Park to Island Bay via a dedicated survey on the Council's Let's Talk platform.

The survey ran from 07 July 2025 to 04 August 2025 and sought community input on a proposed route designed to provide an off-road walking and cycling trail connection between Martin Luckie Park and the Dover Street car park, passing through Wellington Town Belt land on the eastern side of the Berhampore Golf Course and connecting into an existing path network between Newtown, Berhampore and Island Bay.

The page included information about the proposed shared path alignment, supporting maps and rationale, and a feedback form for public submissions. Key elements of the proposal included:

- Trail type: 1.5 metre sealed track, with potential to widen to 2 metres if additional funding becomes available
- Length: Approx. 0.7 km
- Use: Shared path for walking, jogging and cycling
- Route: From Lavaud Street entrance to Martin Luckie Park, across the eastern side of Berhampore Golf Course, connecting to the existing trail network near Dover Street
- Design consideration: Alignment to minimise interference with golf fairways and tees as much as possible.

Letterbox drops were delivered to residents in the surrounding area. In addition, targeted emails were sent to a range of local organisations and user groups including Skate Wellington, the Berhampore Community Garden group, and the Mornington Residents' Association, as well as local schools and community centres. Prior to the public consultation, Council officers conducted pre-engagement with Mornington Golf Club, the primary tenant of the area affected by the proposed path alignment.

In total, feedback was received from 256 respondents. Oral hearings were heard by the Council's Social, Cultural and Economic Hearings Panel on 13 August 2025. Further information on the oral submissions heard is available here: https://meetings.wellington.govt.nz/your-council/meetings-calendar?MeetingId=535

This summary presents key insights from the consultation.

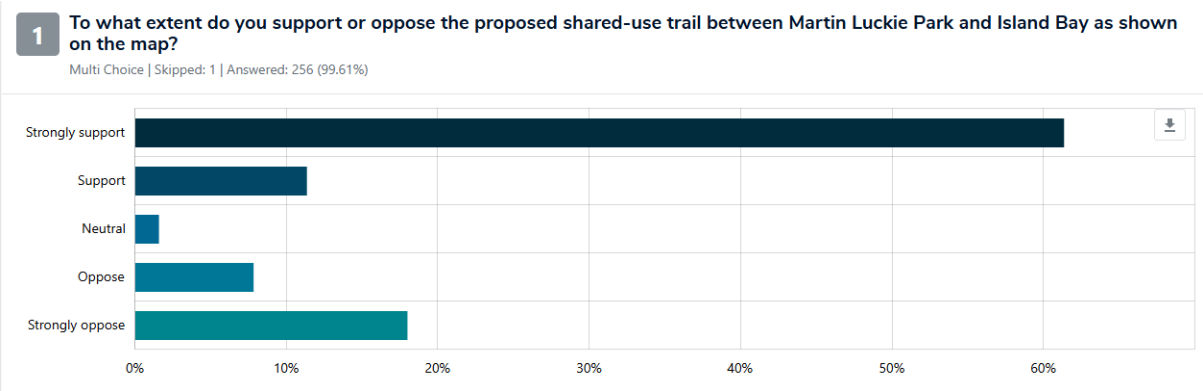
Map showing the preferred shared path route that was consulted on:



Survey Question Results

1. Overall level of support/opposition

The results showed overall strong support for the proposal (72% support), however there was also some opposition (26%), with 18% (46 submitters) strongly opposed to the proposal.



Answer Choices	Percent	Count
Strongly support	61.33%	157
Support	11.33%	29
Neutral	1.56%	4
Oppose	7.81%	20
Strongly oppose	17.97%	46
Total	100.00%	256

2. Why do you support or oppose the proposal?

Supporters cited:

- The need for a safer route connecting suburbs for cyclists and walkers
- Access to underutilised green space
- A more inviting way to be active, especially for families and less confident bike riders
- Greater access for people using mobility aids or travelling with children

Opponents raised:

- Concerns about a lack of detailed information or cost transparency
- A perception that the project serves cyclists more than the general community
- Concerns about introducing further built infrastructure to the Town Belt or duplicating existing routes
- Concerns about the impact on the golf course and disruption to golf course users

- Health and safety concerns because the shared path crosses through golf course fairways and tees

3. How can we support a positive experience for all users?
Common suggestions included:

- Clear signage and wayfinding
- Considerate path design that allows for separation or slowing zones
- Rest areas and good lighting
- Ensuring accessibility for older residents or those using mobility aids

4. Is there anything else we should consider?
Key ideas included:

- Further engagement with mana whenua
- Full route design and costings shared with the public
- Consideration of alternative uses or routes

Summary of Written Comments

Written comments provided as part of submission responses provide more context/ explanation of the level of support or concern about the proposal and highlight specific issues.

Seven key themes emerged from the feedback:

1. Broad support for better connections
Many respondents highlighted that there is currently no safe off-road walking and cycling link between Newtown, Berhampore and Island Bay. The proposal was supported as a long-overdue connection that supports active transport, makes the Town Belt more accessible, and improves general wellbeing. Some saw the project as part of wider progress on walking and cycling networks.

2. Concerns about user conflicts on shared paths
Some respondents raised issues about:

- Speed differentials between shared path users (e.g. fast cyclists vs slow walkers or walkers with prams and children)
- Lack of separation between modes
- Potential for user confusion or near misses

Respondents wanted to see the path designed with clear guidance and good signage to manage expectations and behaviours. A few suggested separate lanes for walking and cycling if space allows.

3. Transparency and process concerns
Some respondents (especially those opposed) wanted more detail on:

- Alternative routes considered
- Cost breakdowns, including long-term maintenance
- Environmental and gradient assessments

There was frustration from a few about a perceived lack of transparency or that engagement was happening too late in the process.

4. Cost and value-for-money
While some supported the project regardless of cost, others felt the proposal needed clearer financial justification. This was especially important for those who were neutral or opposed.

Questions asked included:

- Is this a "nice to have" or a true need?
- Is it funded by Council or external sources?
- How will it be maintained?

5. Impact on existing park users
Some feedback came from disc golf users and others who use Martin Luckie Park informally. They were concerned that:

- Open space could be reduced
- The design of the path might interrupt recreation layouts
- Council hadn't fully engaged with current users

6. Environmental considerations
Several people asked that the project maintain:

- The natural aesthetic of the Town Belt
- Tree and vegetation cover
- A low visual and ecological impact

Suggestions included avoiding concrete surfacing, following existing desire paths, and avoiding the appearance of a "road" through the park.

7. Requests for specific improvements
Respondents suggested a number of specific improvements including:

- Seating and shade along the shared path route
- Better links to bus stops, side streets and car parking
- A route that feels safe for children, older adults and dog walkers
- Direct engagement with disability advocates and mana whenua.