



# Karori Connections Proposal

Consultation summary  
12 September - 8 October 2023



**2717\***

submissions  
received

\*includes Shared Space Karori form duplicates

**Absolutely Positively**  
**Wellington City Council**

Me Heke Ki Pōneke

## Consultation summary

The purpose of this document is to summarise community feedback received about the Karori Connections proposal.

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 2021 on the Long-term Plan 2021–2031, Councillors agreed to invest \$226 million in a safe, connected bike network for the city. Paneke Pōneke is the new plan for how the network will 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. This consultation is the latest phase of ongoing work with stakeholders and the community.

Nearly 500 pieces of feedback informed the design proposals that went out for consultation. The community have had opportunities to engage with the project through a community workshop, face to face meetings, online and drop-in sessions.

The community was consulted on the traffic resolution between 12 September to 8 October 2023. We sought feedback about the specific walking, bike and bus changes proposed for the area. We had **1489** individual or organisation submissions via the Wellington City Council form or project email address.

The feedback on Karori Connections was mixed. 54% of submitters strongly supported or supported the overall proposed street changes and 41% either opposed or strongly opposed.

61% believed that it is very important or important to rebalance our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport. Although this is relatively high, it is lower than similar projects, showing that the general sentiment regarding these types of street changes could be a factor in the less supportive submissions.

We received a lot of detailed information about the specific routes and connections described in the plan. They have been summarised in this report.

## Shared Spaces Karori submissions

**1228** submissions were made via a form developed and administered by a group called Shared Spaces Karori. The group strongly oppose parking removal, bus stop removal and the installation of bike lanes.

They support raising existing and installing new pedestrian crossings, installing better kerb ramps, the Appleton Park shared path and encouraging calmer traffic speeds in retails area.

The only option on the form was to support the position of the group and make comment.

We have summarised comments made in this form in Appendix A.

September 2023

### Submission to Wellington City Council on Karori Connections

- **I strongly oppose** Wellington City Council's current proposal and design for Karori Connections to remove car parks and bus stops for cycle lanes through Karori and Glenmore Street. We request Council engage fully with the local community on what is required to make transport better for all.

Signed \_\_\_\_\_ Date \_\_\_\_\_

#### Please print your contact details (required for a valid submission)

Full Name	
Address or email	
Suburb you live in	

#### Please share any comments that support your views:


## How many responses did we get?

# 1489

Submissions were made by individuals, schools, or organisations via the Wellington City Council form and project email address

This report predominately summarises answers to the questions in the Wellington City Council feedback form. Submissions received by email or the Shared Space Karori form are considered by the project team, themed, and presented to Council, however we do not infer the level of support or opposition for the overall proposal to avoid any risk of misinterpretation.

Note: A typo occurred on the Wellington City Council paper form. 'Strongly opposed' was written as 'Somewhat opposed'. The form was corrected ten days into the consultation period, and the eight people impacted by this issue have been contacted to clarify the answers in their submission.

### Duplicate submissions in the Wellington City Council form

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.

No matter how a submission is received during the consultation period (online, email or paper form), once duplicates have been removed, submissions are considered by the project team, analysed for the consultation summary report, and presented to Council. 20 duplicate submissions were identified, combined or removed.

Note: Some submitters provided feedback through both Wellington City Council's form and the Shared Spaces Karori form. Due to limited information collected by the Shared Space Karori form, we could not confidently manage duplicate submissions, therefore no Shared Space Karori submissions have been combined or removed.

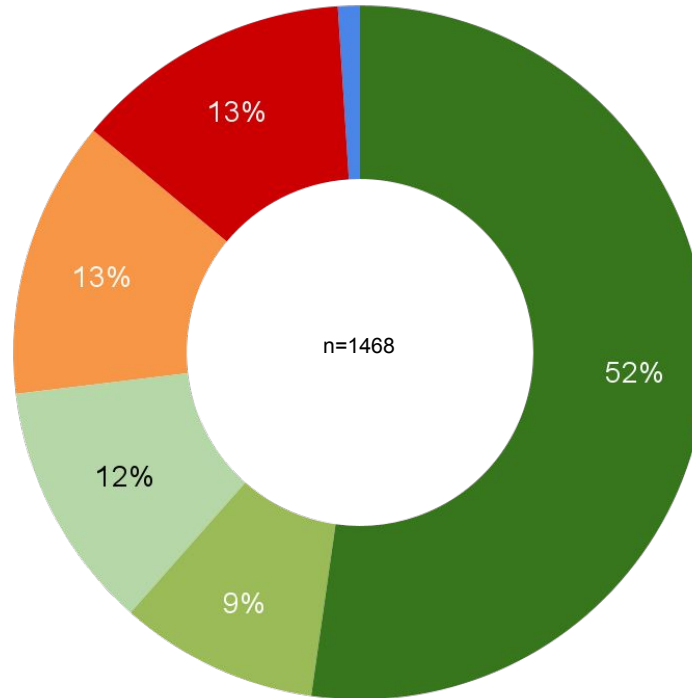


## **What we heard**

## 61% of respondents think it is important to change our streets

n=1468

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?



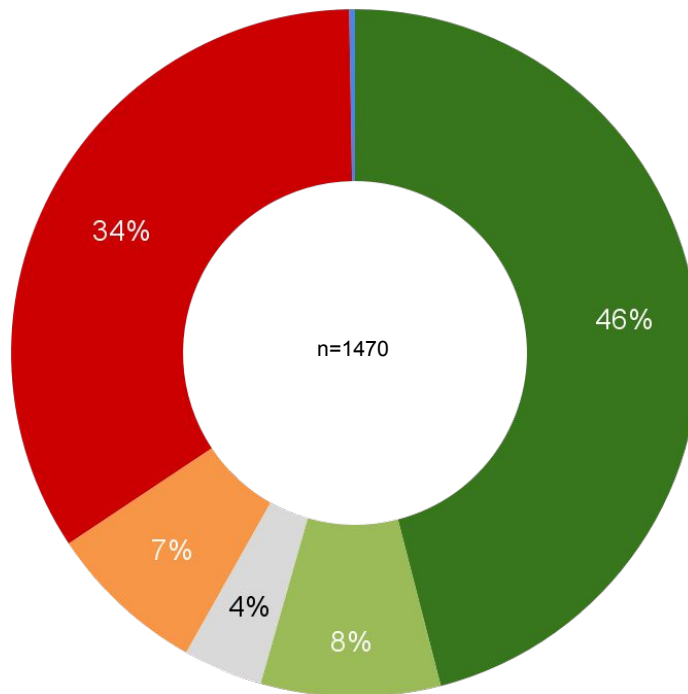
**61% of all respondents** think it is important or very important to change our streets.

- Very important
- Important
- Moderate importance
- Low importance
- Not important
- Don't know

## 54% of respondents support the overall proposal

n=1470

Do you support the overall proposed changes to the Karori Connections route?



**54% of all respondents** support or strongly support the proposal.

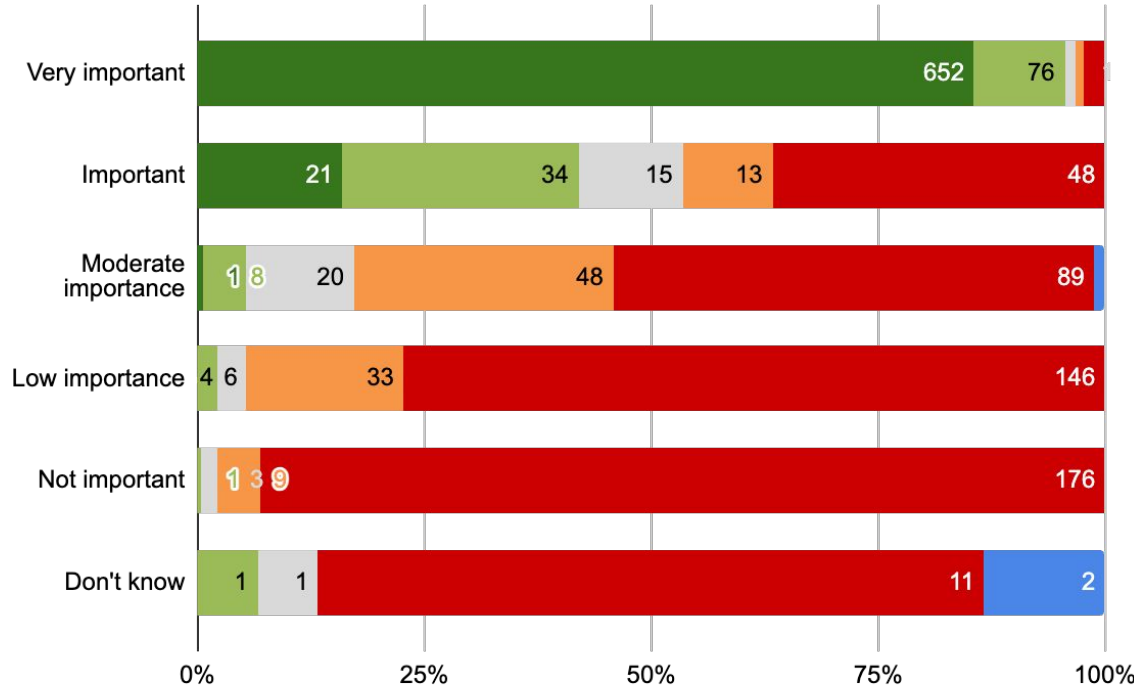
- Strongly support
- Support
- Neutral
- Oppose
- Strongly oppose
- Don't know

# Support for the proposal aligns with opinion about the city goal question

n=1470

How important is it to change our existing street space to make it safer and easier for people to walk, ride, scooter, or use public transport?

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



Respondents who think it's important to change our streets support the proposal, and vice versa.

Proportion of responses

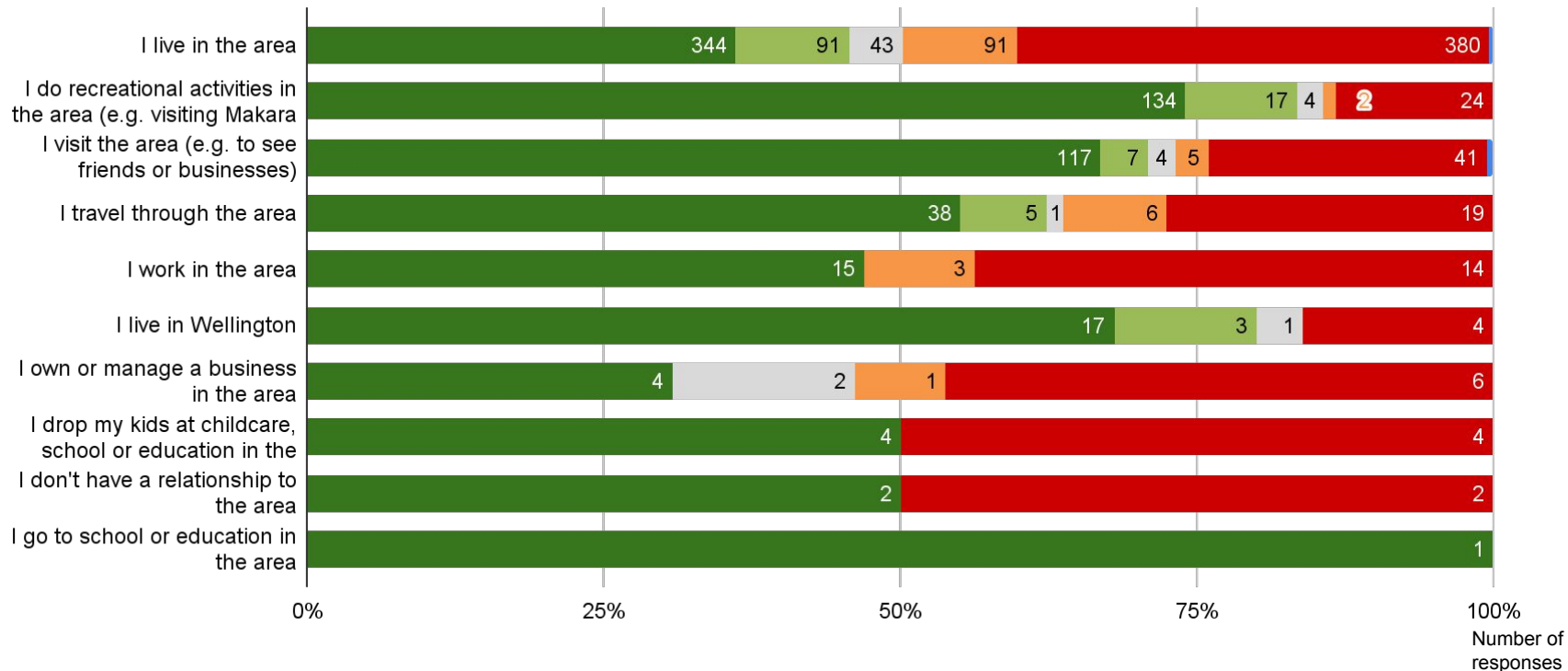


## Support for the proposal is stronger from people who do recreational activities in the area

n=1460



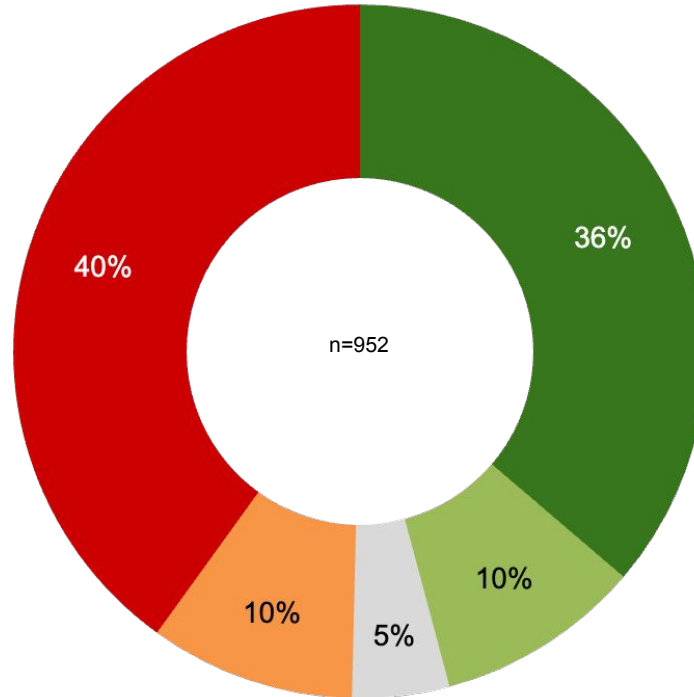
What is your main relationship to the Karori Connections area?



## Respondents who live in the area have polarised opinions about the proposal

n=952

I live in the area by support for the overall proposal.



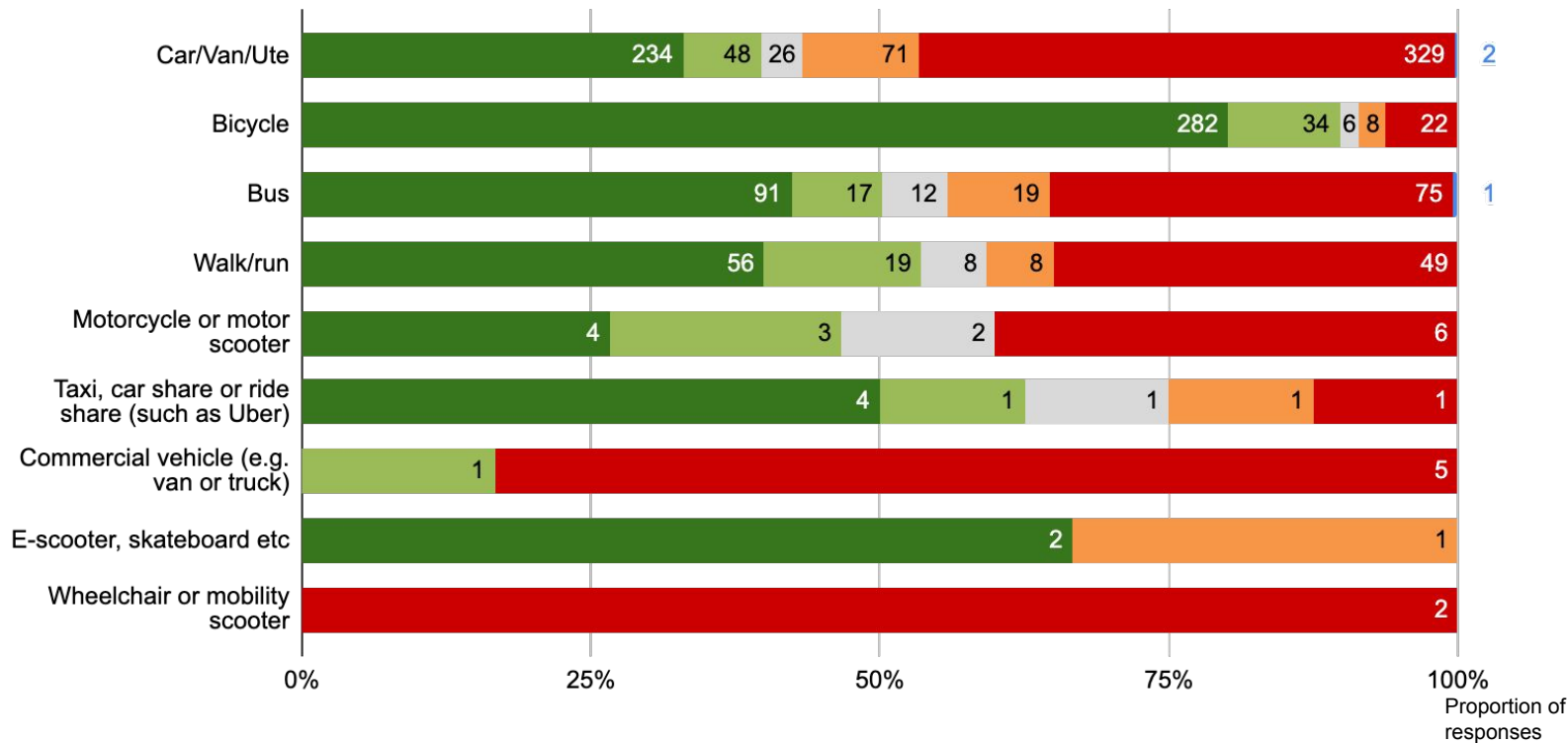
**50% of all respondents who live in the area oppose or strongly oppose the proposal.**

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

## Support for the proposal differs by main mode of transport

n=1451

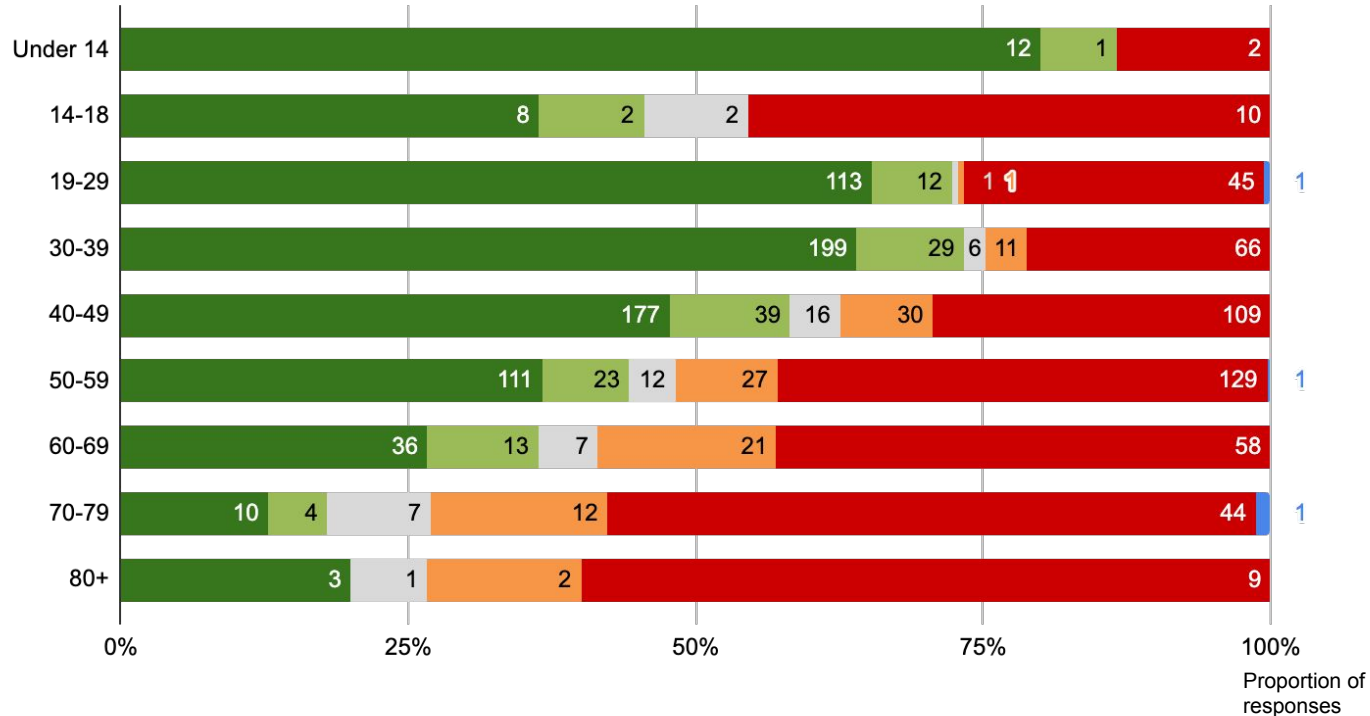
How do you travel around the Karori Connections area most of the time?



## Support generally declines in line with age of respondents

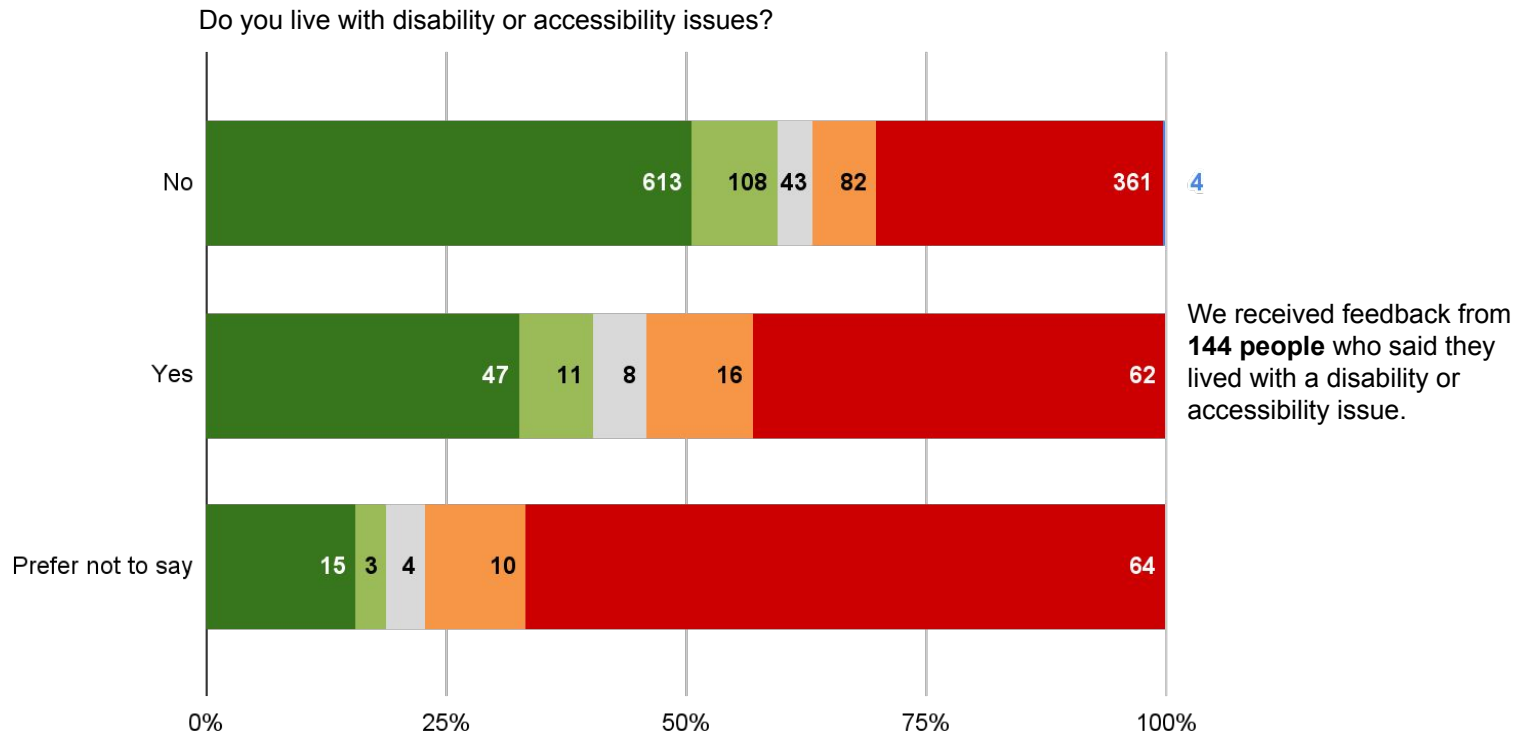
n=1423

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



## People who live with a disability or accessibility issue are less supportive of the proposal

n=1451



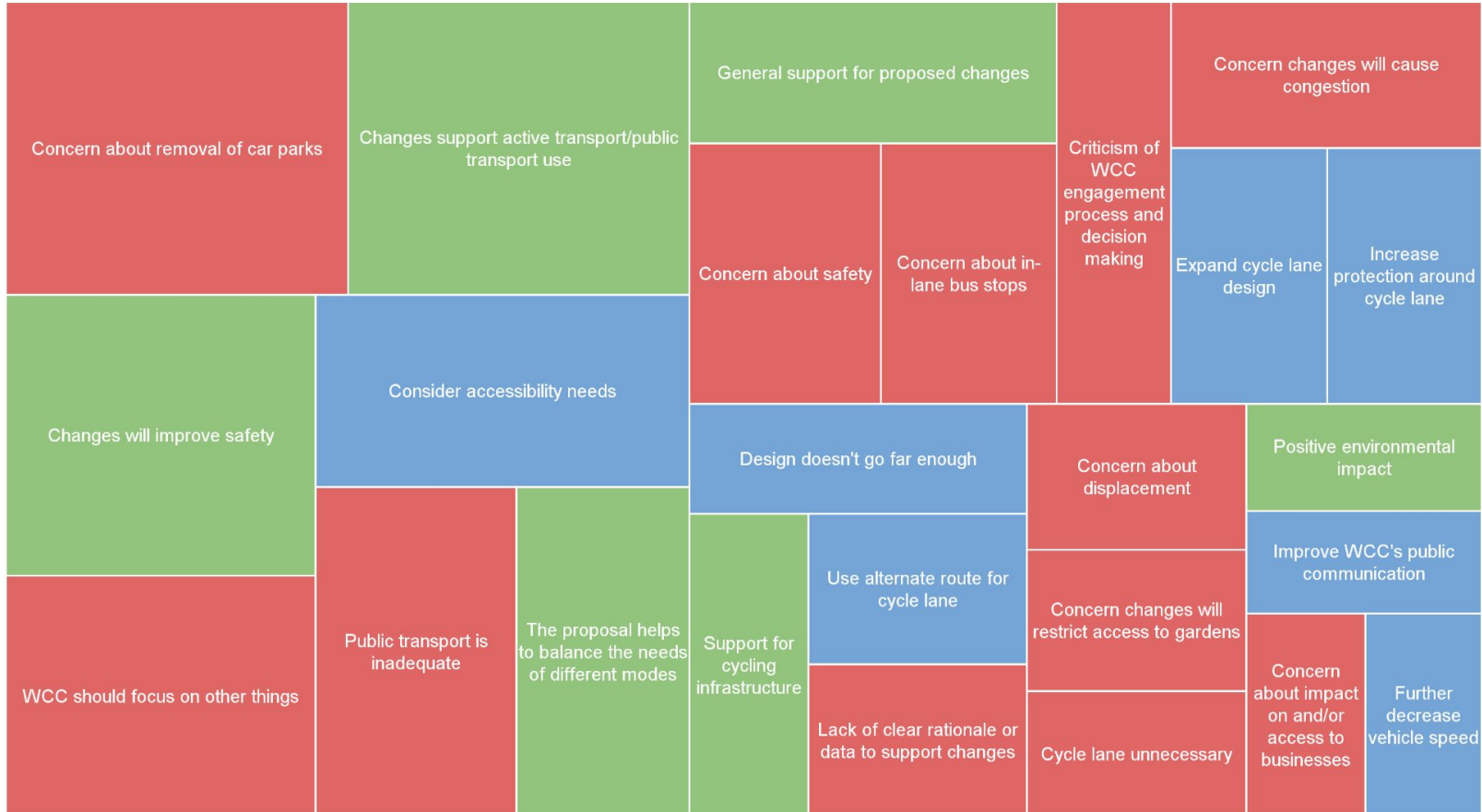


# Themes

# Themes in overall comments from all respondents

Themes from “If you have any comments about the overall proposed changes, please share them here” are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes that were mentioned fewer than 20 times are not shown.

■ Concern/opposed themes
 ■ Suggestions
 ■ Supportive themes



# Themes in overall comments from all people who support the changes

Themes from people who 'support' or 'strongly support' the Karori Connections proposal are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes that were mentioned fewer than 20 times are not shown.

■ Concern/opposed themes 
 ■ Suggestions 
 ■ Supportive themes

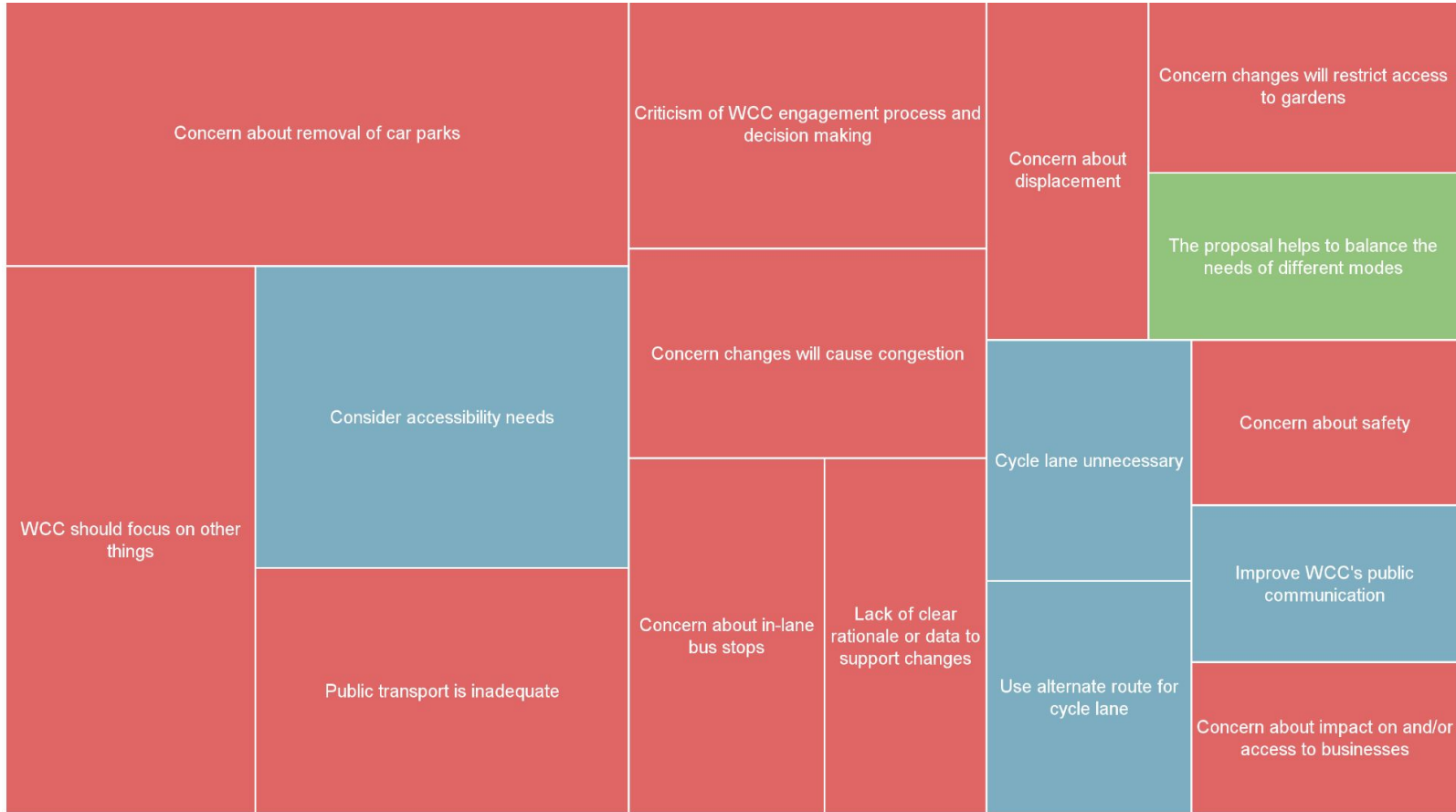




# Themes in overall comments from all people who oppose the changes

Themes from people who 'oppose' or 'strongly oppose' the Karori Connections proposal are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes that were mentioned fewer than 20 times are not shown.

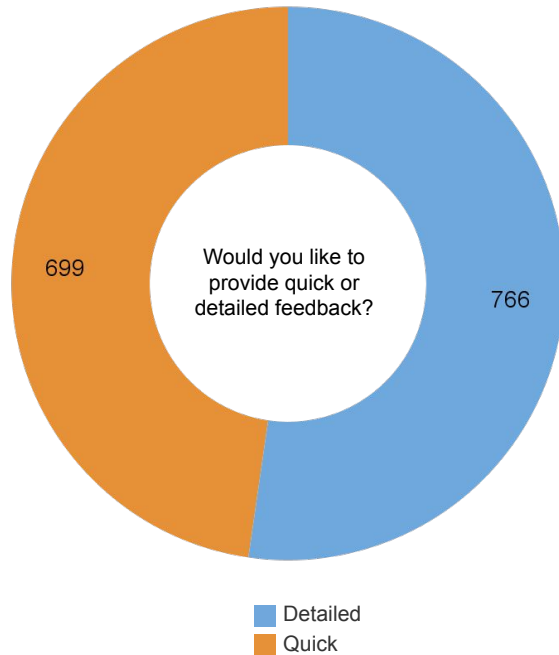
■ Concern/opposed themes
 ■ Suggestions
 ■ Supportive themes





## **Detailed feedback**

## Detailed feedback on Karori Connections



Submitters could choose whether they wanted to provide quick (48%) or detailed (52%) feedback.

**766 respondents chose to provide detailed feedback on the proposal.**

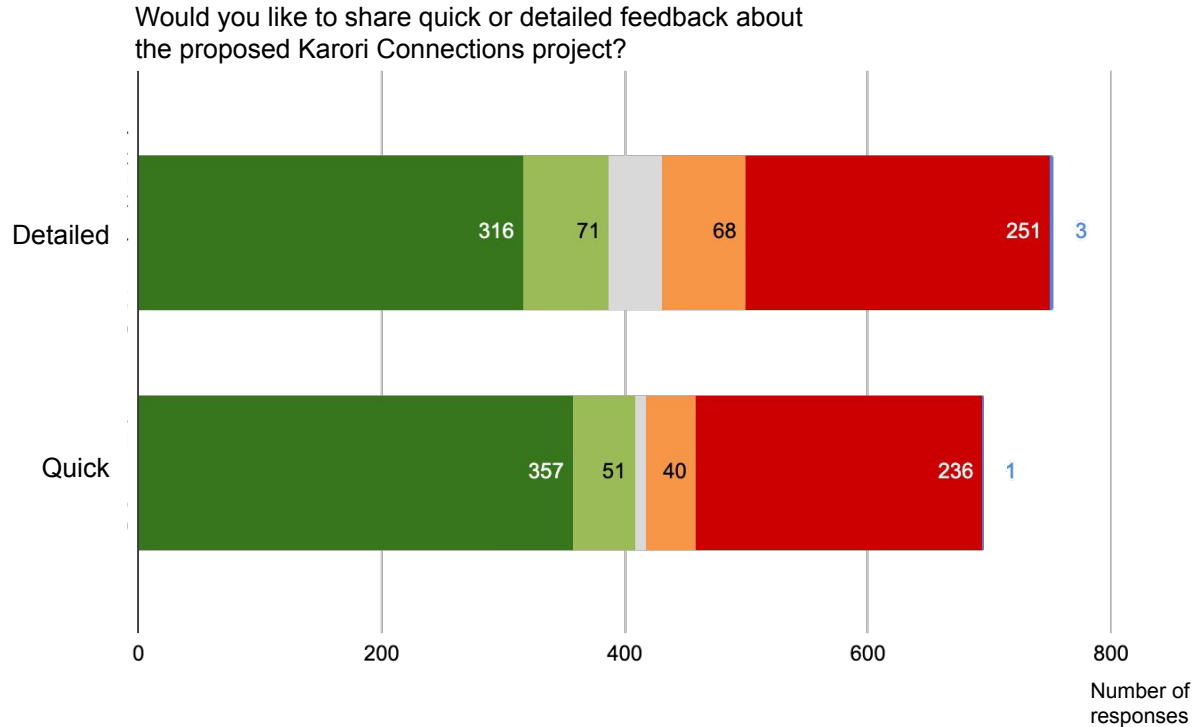
These respondents were asked about four sections of the Karori Connections proposal:

- Section 1: Glenmore Street
- Section 2: Chaytor Street
- Section 3: Appleton Park
- Section 4: Karori Road

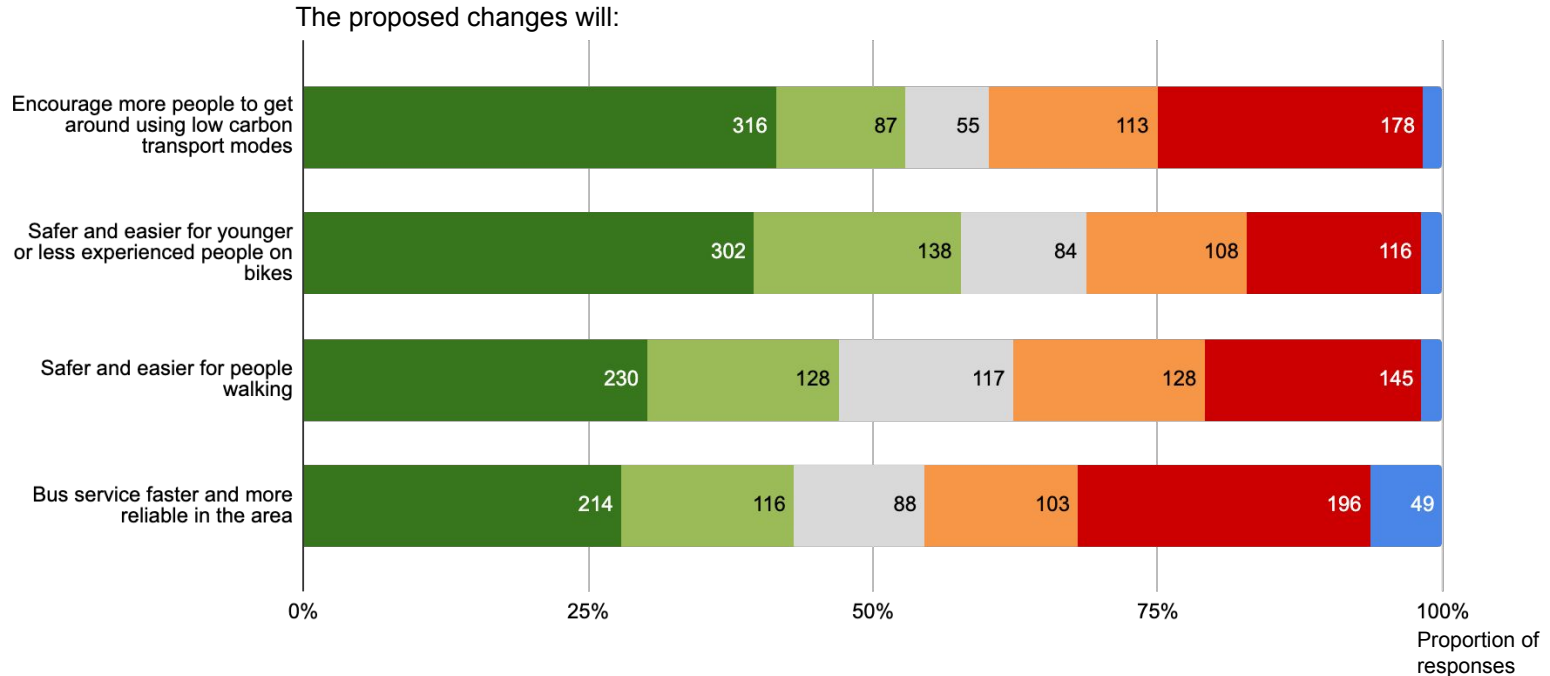
We also asked these respondents for feedback on the intended impacts of the proposal.

## Respondents who provided 'quick' feedback were more supportive of the proposal

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



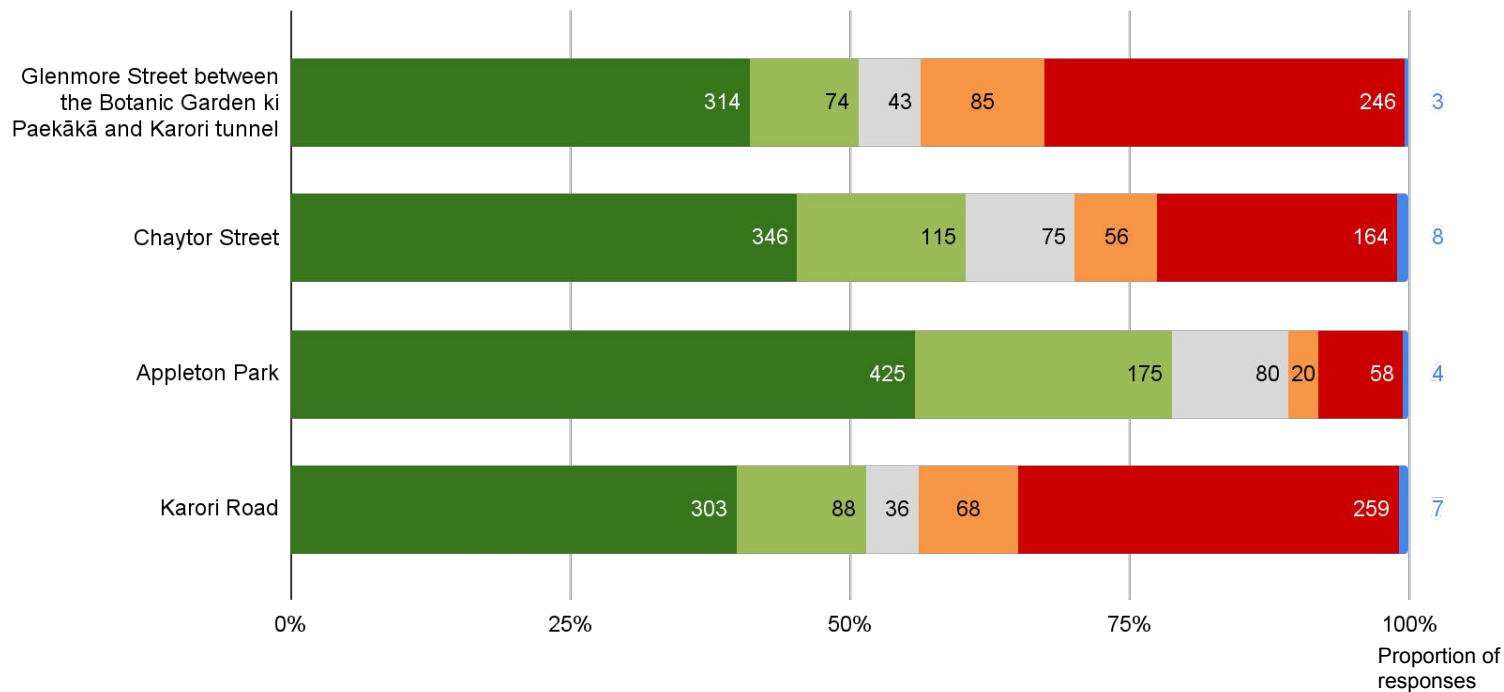
## Feedback on the different impacts of the proposed changes



## Level of support for the four sections of the proposed route



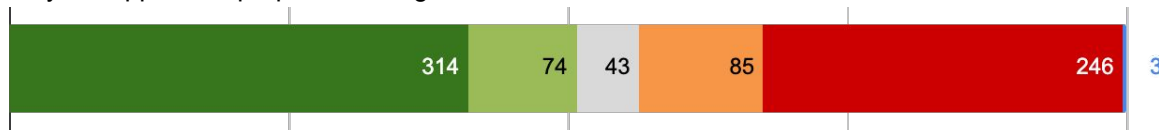
Do you support the proposed changes to:



## Detailed feedback: Glenmore Street



Do you support the proposed changes to Glenmore Street:



“Supportive Strongly support all proposed changes, will make it much safer for cyclists and much more convenient for buses going uphill.”

“The designs on Glenmore Street are very good. The protected uphill bike lane by the gardens is good for bikes and the retention of a line of parking for gardens access with bikes sharing with motor vehicles on the downhill is a good compromise.”

“I oppose any plan for in lane bus stops which are dangerous and cause traffic havoc. I also oppose the removal of so many car parks which will have a huge impact on Wellingtonians visiting the botanical gardens, which are a city treasure.”

“Makes the roads narrower and loses car parks, for cyclists that can already cycle to and from town, waste of ratepayers money.”

## Detailed feedback: Glenmore Street (1/3)

- Concern in-lane bus stop will cause congestion and safety issues
- Safety concerns turning off cycle lane on to Orangi Kaupapa Road
- Return uphill in-lane bus stop to kerbside
- Extend existing bus lane at the Bowen Street / Tinakori Rd intersection to reduce congestion
- Reduce speed limit for the downhill Glenmore St section to 30 or 40kmph.
- Reduce speed limit near Karori tunnel
- Protected cycle lanes on both sides of Glenmore St
- Redirect uphill cycle traffic through Botanic gardens to reduce impact on parking
- Consolidate the two existing uphill bus stops on Glenmore St to one located between the two reducing congestion near Bowen St intersection
- Increase width of shared path bypassing Kelburn roundabout and add mirror
- Make a smoother transition onto The Rigi as the gutter before the raised crossing is jarring
- Remove the 1.1m cycle lane on the outside bend of the Glenmore St/Kelburn Viaduct hairpin due to feeling claustrophobic when shared with bus
- Increase width of Glenmore St cycle lane to allow bikes to pass each other
- Move the bus stop from the corner of Bowen and Glenmore St to the Gardens to reduce Bown St intersection congestion
- Add separation zone between parked cars on Glenmore St and cycle lanes
- Add more Add parks on Glenmore St.
- Increase sight distance and reduce crossing distance for cyclists turning right off Glenmore onto Garden road
- Increase the number of residents parks on Garden road to discourage commuter parking
- Ensure safe transition for cyclists from Kelburn viaduct roundabout shared path to main traffic lane near Karori tunnel
- Move the right hand turning bay onto Garden road (off Glenmore) to centre of the road
- Widen the Karori tunnel
- Add signs to encourage users to give buses priority
- Change existing footpath up Glenmore towards Karori into a shared path replacing need for separated cycle lane
- More consideration for transition for transition from Glenmore st near viaduct to Northland Rd
- Make cycleway two way
- Signage for pedestrians to look before opening passenger doors on uphill cycle lane
- Bike lane at the top of Glenmore St near viaduct is too narrow, use grass area on the downhill to widen road to allow a wider bike lane of 2m, or protection around lane
- Road surface improvements near Botanic Garden
- Remove 5312 stop or 5313 due to proximity
- Make shared path at Kelburn viaduct a dedicated cycle lane
- Consider removing more parking on Glenmore St.



## Detailed feedback: Glenmore Street (2/3)

- Pedestrian crossing across Glenmore Street next to Bowen Street (on the southern side of the intersection) should be considered
- Electric scooters off of footpaths
- Fix Bowen St & Tinakori Rd bus stop/intersection and remove raised platform
- Additional pedestrian crossing/median islands on upper Glenmore St for access to bus stops at 147 Glenmore St/The Rigi
- Drop off/pick up parking zones along the upper stretch of Glenmore St for emergency/loading/disability vehicles etc
- Remove bus stop opposite St Mary's by Glenmore St intersection as in close proximity to another, instead of proposed bus stop removal on the downhill
- Supports removal of more parking if allows continuous cycleways in both directions
- Lower speed limit to 30 km for sharrows
- Increase metered parking to support public transport uptake
- Metered parking for Botanic Garden visitors
- Signage/traffic control at Bowen/Glenmore intersection where different modes mix
- Consider transition from cycle lane through roundabout for cyclists traveling to Northland via Northland Rd and Kelburn via Kelburn viaduct
- Make it a cycle lane in peak hours only
- Signage for cyclists to give way to bus passengers and indicating who has right of way when bus is approaching
- Separated cycle lane for downhill section of Glenmore St
- Allow parking over weekends, restrict parking during week to allow cycle commuters uphill lane
- Add budget to explore options for council provided off street parking - ie. at Garden Road
- The crossing at the Kelburn viaduct roundabout should not be mixed for pedestrians and bikes, as there is sufficient pedestrian infrastructure
- No changes to bus stop 5312, if there is pre existing issues remove instead
- Tour bus parking should not be on main road
- Make The Rigi residents only, and shared cycle access
- Make cycle lane separators far enough away from each other (ie. slightly bigger gaps between them), so that it feels safe to enter/exit between the cycle lane and main traffic lane
- Create extra angled parking spots on the road reserve grass under the Viaduct and the grass corner bottom of Garden Rd
- Make coupon parking 2 hour parking and residential.
- Consider converting portion of gardens into parking (e.g. toward bottom of Garden Rd)
- Divert cyclists up Garden Rd or The Rigi
- Retain bus stops
- Vertical flexible bollards to separate cycle lane
- Make Botanic Garden the pedestrian walkway and convert footpath to the cycleway.

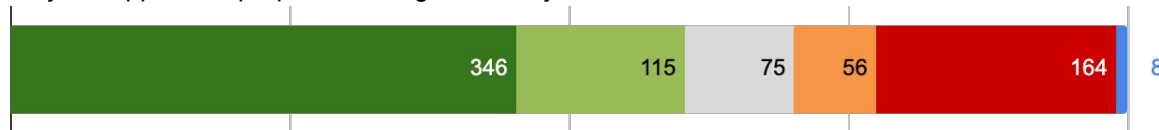
## Detailed feedback: Glenmore Street (3/3)

- Improve the pedestrian and/or bike access to the city via Anderson Park, the Cemetery and the walkway which crosses Bolton St and ends at Woodward St
- Make sure bike lanes are clear of debris and easily maintained
- Secure cycle parking at Botanic Garden
- Bus stops uphill should be in-lane stops, especially around the hairpin below Kelburn viaduct roundabout. Use raised platform in cycle lane similar to Adelaide Rd.
- Clearway on Glenmore St outside Botanic Garden from 7-9am, and 3-6pm and parking outside of these hours and weekends
- Turn Appleton Park into free parking
- Shared bus/bike lane from Bowen St up Glenmore that operates 4-6pm on weekdays
- Increase resident parking zones in Garden Rd
- No parking opposite Garden Rd junction.

## Detailed feedback: Chaytor Street



Do you support the proposed changes to Chaytor Street:



“This will be safer for both bikes, and for uphill car drivers, who currently need to negotiate many instances of split-second decision making whether to pass bikes. This will be alleviated and I would expect traffic flow for all users to improve.”

“This is the main road from Karori to the city, it's already quite congested, if anything it should be widened rather than narrowed by cycle lanes. Another route should be chosen for cycle lanes if necessary.”

“It will be great to have a dedicated cycling area/lane on the uphill stretch of Chaytor Street as this is a busy uphill section to cycle up with traffic often swinging in close on the corners.”

“There's an unstable slip on that road. There isn't enough road. Cars and buses are a priority over bikes.”

## Detailed feedback: Chaytor Street (1/2)

- Add double yellow lines on Chaytor St
- Physical lane separation on Chaytor St intersections to stop corner cutting
- Retain bus lane
- Invest more in slip/erosion prevention
- Increase number of mobility parks
- Introduce 30km speed limit
- Safety concern for Curtis St intersection
- Cycle lane on both sides of the road
- Make Appleton Park shared path wide to minimise conflict
- Crossing point near tennis courts needs to be made into a zebra crossing to enable safe pedestrian access up Chaytor St
- Curtis St/Chaytor St and Raroa Cres/Chaytor St intersections needs traffic lights and signaled pedestrian crossings
- Make the cycle lane wide enough that cyclists can pass each other
- Safety concerns for Chaytor St/Curtis St/Raroa Rd intersections
- Ensure safe transition from downhill shared cyclelane to Appleton Park shared path
- Add uphill cycle lane to Birdwood St to make it safer
- Start green markings after Curtis St to keep bikes and car together until after the Raroa Cres intersection to avoid cars turning left as bikes pass up the left side
- Increase 'Park and Ride' parking in Appleton park
- Make it a shared bus/bike lane
- Preserve green space by making a path go around Appleton Park instead of through.
- Shared path narrow on Chaytor St (Karori end) too narrow, consider moving the traffic light pole that reduces available space.
- Suggest removing the right turn from Chaytor St into Birdwood St as people typically use Northland Tunnel Rd to avoid giving way to oncoming traffic.
- Add a pedestrian crossing at the bottom of Raroa Cres or across Chaytor St.
- Minimise carpark removal by just removing parking near corners to help traffic flow.
- Protected bike lanes on both sides of Chaytor St or lower speed to 30km where this isn't possible
- Better footpath from the section between Northland Tunnel Rd and Chaytor St
- Pedestrian crossing across Chaytor St near Curtis St and additional crossing across Chaytor St to the south side of Birdwood Street
- Consider making the parking bay halfway up Chaytor into a bus stop rather than in-lane bus stop
- Extend Chaytor St footpath on uphill side to reduce pedestrians needing to cross before Karori intersection
- Chaytor St into Raroa Cres should be a left hand turning lane, and can be used by buses and traffic turning left
- Put cycle lane on Wrights Hill Rd instead
- Add a cyclist priority light at the Zealandia side of the lights (immediately after tunnel) and into Appleton Park
- An overbridge from Chaytor St over to Appleton Park
- Fence Appleton Park so that the area can be used as a dog park
- Open up the Zealandia overflow car park to commuters.

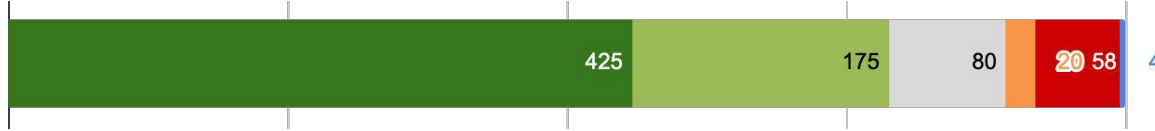
## Detailed feedback: Chaytor Street (2/2)

- Paint dashed lines on the left side of the traffic lane near the tunnel to help give some direction to everyone
- Time limits for parking near Appleton Park
- Earlier merging of cycle lane and existing shared path at the top of Chaytor St to maintain existing spaces
- Add a shared path to the stretch of road from the corner at 55A Chaytor St up to the lights instead
- Mitigate reduction of parking where additional parking spaces could be accommodated within the current design eg 4 car parks can be accommodated in the proposed parking outside 66 Chaytor St, if the proposed yellow lines start from slightly further down the downhill lane (outside 64 Chaytor St). The raised vegetation area outside of 62/64 Chaytor Street means the initial 2-3 metres of yellow lines seem unnecessary to maintain the width of the road.
- Raised vegetation outside 62/64 Chaytor St just down the hill from these car parks could be removed to provide room for further car parks on the bend
- Yellow lines not placed outside the garage/driveway for 66 Chaytor St, to provide an option for quick drop-offs
- If spaces outside 68 Chaytor St are removed, additional safety features be considered e.g. speed bump after the intersection (potentially outside either 68 or 70 Chaytor St?)
- Large concave mirror outside 57 or 57A Chaytor for downhill traffic
- Painted cycle lane rather than bollards
- Make parking on Chaytor St between 62 Chaytor St and the Karori Rd/Chaytor St intersection Residents Only parking.
- Reinstate all or some of the parks on Chaytor Street outside of number 68
- Keep all parking on Old Karori Rd as a backup option if all car parks on Chaytor St are taken
- Appleton Park to be made into a roundabout and one-way traffic to ease intersections surrounding it
- Look for alternative mobility parking spaces
- Convert road reserves to angle parking
- Provision to allow for bikes coming up Whitehead Rd (Old Karori Rd) to join the bike lane at the Chaytor St lights
- Provide Chaytor St residents parking at Appleton park
- Retain the car parks outside Talavera Tennis Club

## Detailed feedback: Appleton Park



Do you support the proposed changes to Appleton Park:



“I often walk around this area so will be great to have an all-weather path through the park.”

“Why are you doing this? There is no need. There is a perfectly good foot path already and a road for anyone that wants to cycle. Stop spending taxpayer money on these unnecessary ideas.”

“This is a very smart use of an underused park, that will likely encourage more use of the park also.”

“Leave all walkways safe for people with no scooters or cyclists on them, make new cycle only paths for cycles.”

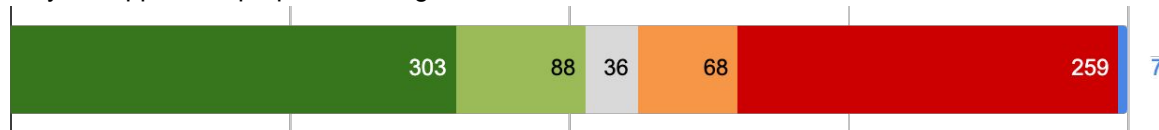
## Detailed feedback: Appleton Park (1/1)

- Raise Appleton park shared pathway (flood concern)
- Widen Appleton park path to separate pedestrians and cyclists
- Plantings either side of park to mitigate flood risk and encourage wildlife
- Ensure Appleton Park path has a smooth surface
- Zebra crossing at end of park to allow users to cross Chaytor St safely
- Ensure Appleton Park shared path is well-lit
- Install pedestrian crossing on the southern side of Birdwood St crossing Chaytor St
- Ensure ample drainage in Appleton Park to reduce flooding
- Add Park and Ride car parking to Appleton Park
- Consider connectivity from road to shared path so cyclists don't have to dismount to transition
- Path markings to separate modes
- Review design for where the bike lane merges with bus stop 5321 due to conflict
- Concern for contaminated debris under park
- Safety improvements needed at Raroa Cr/Chaytor St intersection
- Add lime or paved track around the entirety of the park edge for children
- Additional metered off-street parking added to Appleton Park
- Instead of the last 4 city-side car parks in the clearway, a refuge should be built on Chaytor St at the tennis court end of the path, to allow downhill cyclists to access the path by pulling into the middle of the road
- More shared paths like this eg around MacAlister Park towards Adelaide Rd near Berhampore.
- Wet-weather proof the tracks (water-sensitive design)
- If off-leash dog area is introduced ensure separation between dogs and cyclists
- Entry/exit points of Appleton Park shared path clearly marked
- And seats to Appleton Park
- No off-leash dogs in Appleton Park
- Move parking closer to Appleton Park tree line to widen bus lane
- Shared path as close to the trees along Chaytor St as possible to allow for future development
- Remove parks on road side and make bus lane.

## Detailed feedback: Karori Road



Do you support the proposed changes to Karori Road:



“My family and I support these changes which will make it safer and easier for us, and others, to use low carbon transport options. The changes will also make it safer for my children to access the park, their school and the library.”

“I do not agree with in-lane bus stops as it will slow traffic to and from Karori. It is slow enough as it is during peak hours to get to and from the city this is just going to make it worse, meaning people spend longer in their cars causing more pollution.”

“I bike the kids to kindy and school and making this zone more pedestrian and cycle friendly would make our commute much less stressful. It would also make it safer when we walk too!”

“Enormous removal of huge number of carparks. Once again, public transport should be the priority - not bike lanes.”



## Detailed feedback: Karori Road (1/3)

- Extend 30 km area on Karori Rd
- Zebra crossing near Karori Park
- P10 parks near Karori West Normal School
- Replace one or two unrestricted parks on South Karori Rd or Makara Rd with P10 8am - 9am
- Utilise Friend St as alternate route for cyclists
- Retain parking outside St Teresa's School
- In-lane bus stop will create safety issues for crossing near St Teresa's School
- No courtesy crossings, make full pedestrian crossings
- Cycle lanes on both sides of the road
- Retain bus stop 4330
- Raised crossing at Karori Mall is not required
- Cycle lane west of mall not required
- Increase cycle parking options
- Barriers right and left of crossings to stop pedestrians walking on and off crossings at an angle
- Use colour/markings to make crossings highly visible
- Cycle lanes on both sides from Tringham St to Karori West School
- Don't merge bus stop 5329 and 5330 as will create parking issues. Add resident parks to Richmond Ave to counter this.
- Remove on street parking between the Chaytor St intersection and replace with priority bus cycle lanes operating 7-9am and 4-6pm with on street parking allowed outside these times
- Add speed cushions in Marsden Village and Karori Shop areas to reduce speed
- Make the 10 P10 car parks between Fancourt St and Donald St off-peak only
- Improve visibility by removing the parking outside 281 Karori Rd beside Monaghan Ave
- Retain parking on Karori Rd adjacent to Karori Park. At a minimum, consider allowing parking in this area on weekends for sports
- Move the bus stops to half way between Tringham St and Richmond Ave
- No in-lane bus stops
- Add slip lane for cyclists coming out of Homewood Ave joining Karori Rd
- Increase off-street parking at Karori Park to support weekend sports
- Using signage, divert cyclists off Karori Rd at Hatton St to quieter roads such as Friend St, Samuel Parnell, Chamberlain
- Consider additional pedestrian crossings near Karori West Normal School and South Karori Rd near the new crossing
- Additional bus stop outside dairy not necessary as in close proximity to existing stop
- Install speed bump at 223 bus stop and/or a speed camera downhill between Marsden and Karori mall to enforce the 30km zone before the mall area
- Change lane structure of bus stop near Standen St to avoid congestion at crossing
- For cyclists turning left from Chaytor St onto Karori Rd, lengthen section of lowered kerb to match the proposed section of green paint to allow cyclists to move onto the shared path without stopping
- Lengthen the bike box at Karori Rd/Chaytor St intersection.
- Remove/restrict parking outside of Marsden School (too narrow)

## Detailed feedback: Karori Road (2/3)

- Install speed bumps where bike lanes end/bikes merge with traffic eg at Tringham St and Chamberlain Rd
- Create lane separation from parked vehicles eg at 105 Karori Rd
- Remove the pedestrian crossing on Raine St to avoid back up of heavy vehicle traffic using Raine to access supermarkets
- Install traffic lights at Karori Rd/Campbell St intersection.
- Alternative cycleway route on Ranelagh/Darwin/Samuel Parnell/Friend streets
- Speed bumps where cyclists merge with cars
- Improve bus scheduling so there's no need for bus stops to accomodate more than one bus at a time
- Make taxi stands wide for vulnerable users
- Increase visibility of cycle lane dividers using colour contrast to avoid being a trip hazard
- Tree planting in flush median in front of Karori mall and adjacent shops
- Sharrows/clear markings to increase awareness of shared lanes
- Add traffic lights Beauchamp St intersection
- Put the taxi rank on the south side of Parkvale Rd at the corner of Parkvale and Karori roads to retain angled parks
- Consider resident parking in the streets immediately adjacent the mall (Lower Beauchamp St, Cook St, Parkvale Rd, Raine St, Lower Campbell St)
- Move taxi stand to Raine St.
- Add raised or zebra crossings across Campbell St at either end of Ben Burn Park
- Install raised crossing at 322 Karori Rd and discontinue cycleway at this point.
- Make bike parking more secure at Karori Library
- Acquisition of 85 Karori Rd, and utilising this property for extra width to re-design the intersection
- Retain Homewood Ave right turn bay.
- At Karori Rd/Hatton St - re-align right turn bay
- Add raised crossing at Hatton St
- Add No Left Turn from Karori Rd to Fancourt St and No Right Turn from Fancourt St to Karori Rd
- Add pedestrian crossing on both sides of Donald St/Karori Rd
- Secure parking for bikes at Karori Park and Karori mall
- Convert some of the remaining Karori Rd parks to motorcycle parking
- St Teresa's School also requires P10 parking for pickups and drop offs
- Move bus stop outside of Singleton Dental to opposite Karori Auto Services
- Install speed cushions on Campbell St
- Additional street lighting
- Transition the vacant former St John's Church site on the corner Campbell St and Karori Rd to off street car parks
- The delay on the crossing at Marsden village is long; reduce the delay or replace with a zebra crossing

## Detailed feedback: Karori Road (3/3)

- Remove steep drop from footpath to road level at Campbell St and Raine St crossings
- Ensure Burrows Ave stops have RTI information screens
- Ban private motor vehicles from Karori Rd
- Remove parks opposite the mall
- Bring forward the 30km/h zone from Chamberlain St to the proposed raised crossing at St Teresa's School to improve safety for cyclists merging in that area
- Consider extending a narrow bike lane (<1m) westward along the south edge of Karori Rd from the proposed raised crossing outside St Teresa's School to approximately 323 Karori Rd
- Create a visual narrowing of the road at the corner of Morley St and Karori Rd by adding bike lanes in both directions
- Crossing by Huntleigh Home rather than by Karori mall
- There is no off-street parking at 164 Karori Rd which is divided into two flats. Please retain two unrestricted parks.
- Add 'Cyclist merge' sign near Karori tunnel
- Add ramp onto shared path near the fire station
- Increase parking at the Karori mall
- Retain Tringham St bus stop
- Make parking spaces 103-107 Karori Rd a clearway in the afternoons from 4pm-6pm
- Remove parks outside Mobil to reduce door zone hazard.
- Traffic island near Karori West Normal School
- Retain parking between Marsden Village and Donald Street and replace it with a shared section with lower speed
- Additional time restricted parking and pedestrian crossing near Singleton Dental
- Add bus stop at Marsden School, remove bus stop at the Four Square
- Reprogram the lights so that a walking green is always shown when traffic on the corresponding road is stopped.



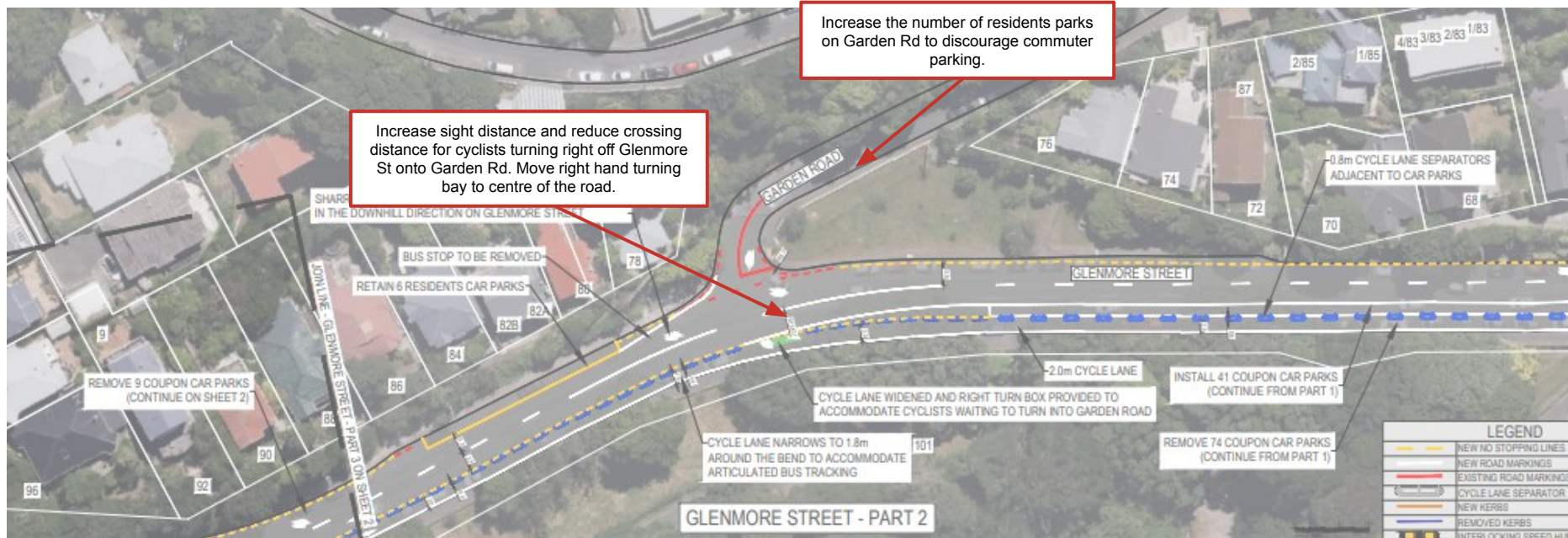
## **Specific design feedback**

## Specific feedback from: Overall comments on proposal

- Right hand turning provision for cyclists turning onto Homewood Ave
- Sunstrike warning signs
- Narrow the footpaths in Karori instead of removing parks for cycle lane
- Widen the separation between parked cars and cycle lane for improved safety to those stepping out of a car
- Drop-off zones for those dropping people.
- Remove old road markings
- A cycle path between K2 and Skyline would allow better access to Makara Peak via T4 reducing people driving to the carpark or riding the unsafe road to the water tank
- A link track from Zealandia to Highbury Fling would allow people to commute via off-road links in Waimapihi avoiding the Karori tunnel
- Add a link into Karori via Goldmine
- Make public transport free.



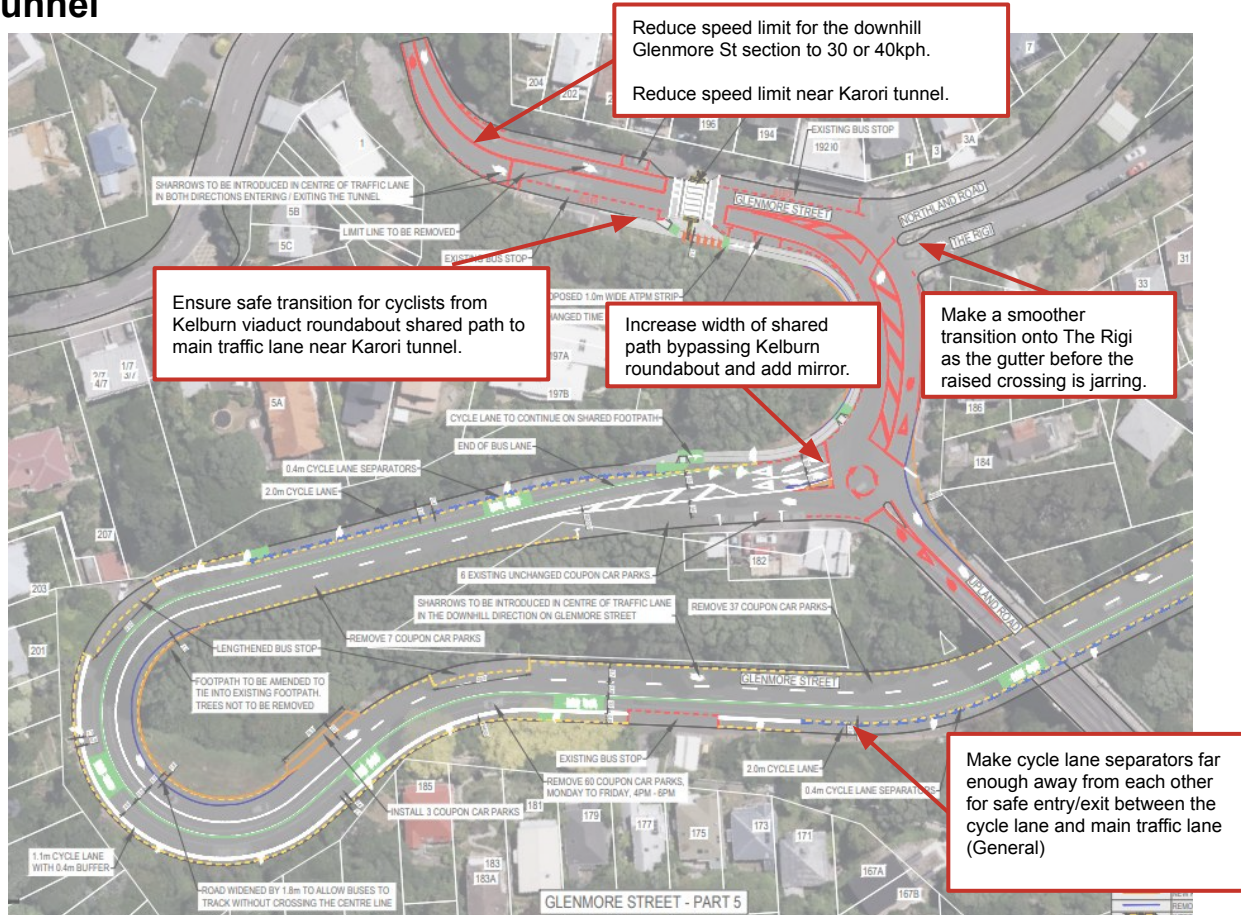
# Location feedback: Glenmore Street between the Botanic Garden ki Paekākā and Karori tunnel



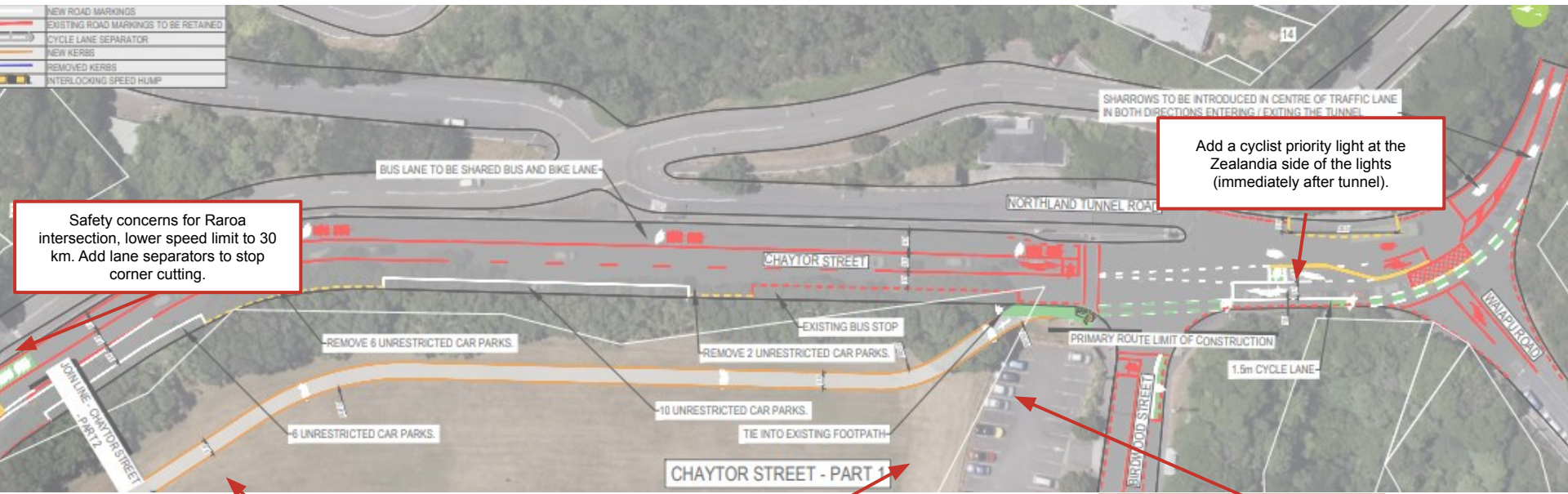




## Location feedback: Glenmore Street between the Botanic Garden ki Paekākā and Karori tunnel



# Location feedback: Chaytor Street



Safety concerns for Raroa intersection, lower speed limit to 30 km. Add lane separators to stop corner cutting.

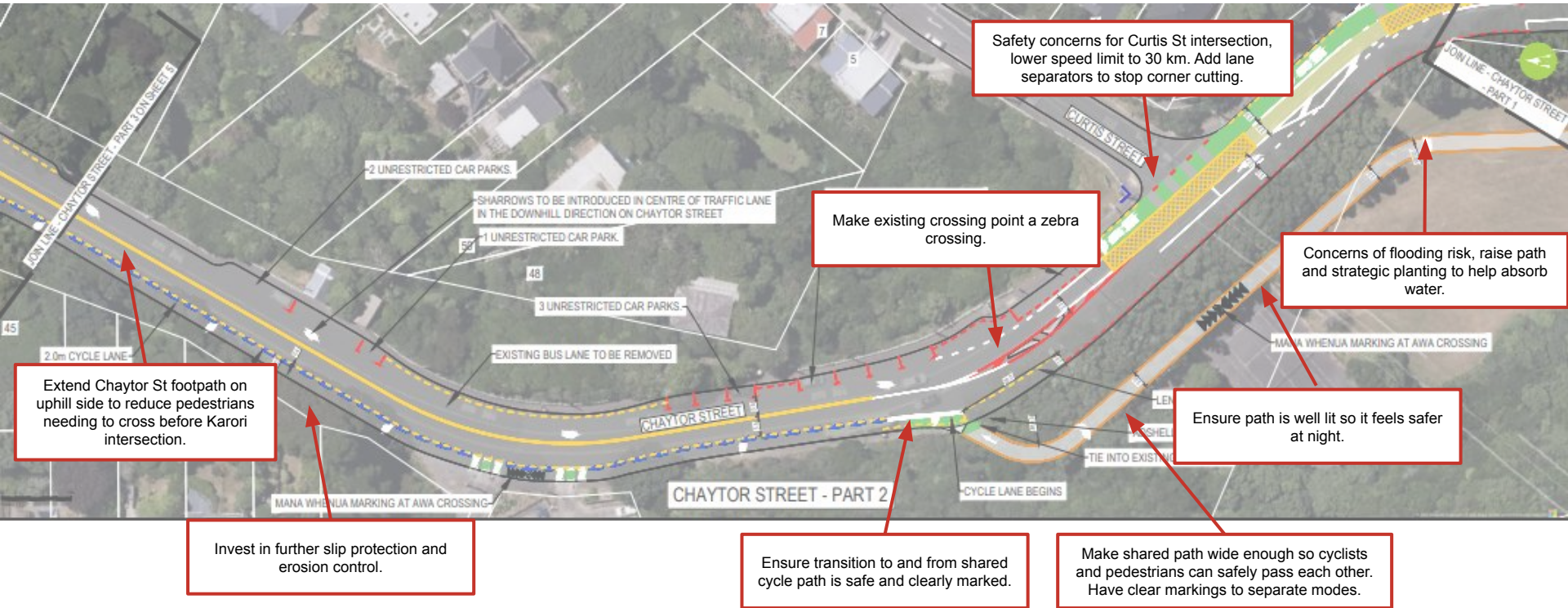
Add a cyclist priority light at the Zealandia side of the lights (immediately after tunnel).

Add seats to encourage use.

Add limestone track around the perimeter of park for kids to use.

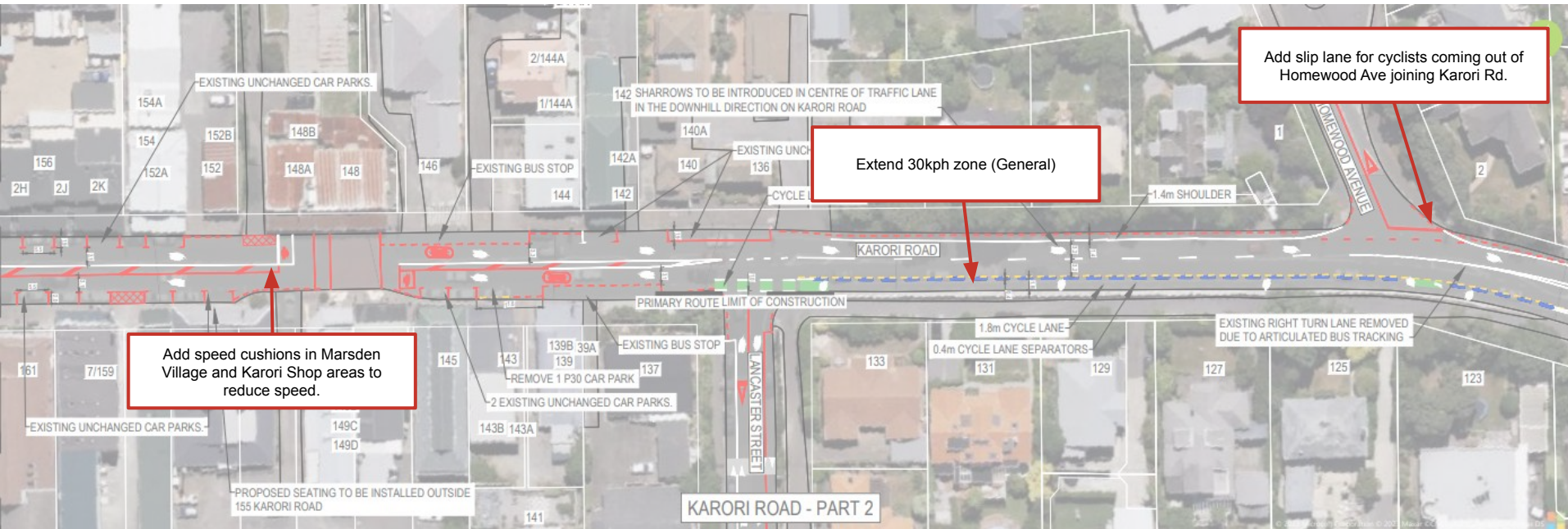
Add 'park and ride' service

## Location feedback: Chaytor Street / Appleton Park

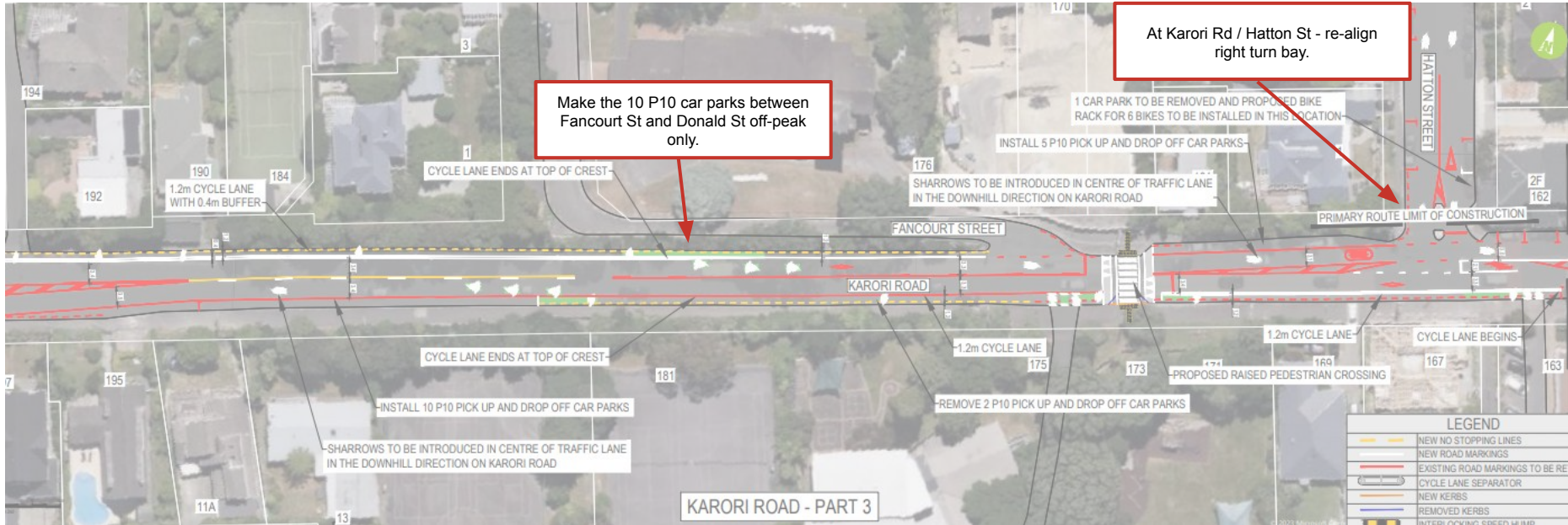




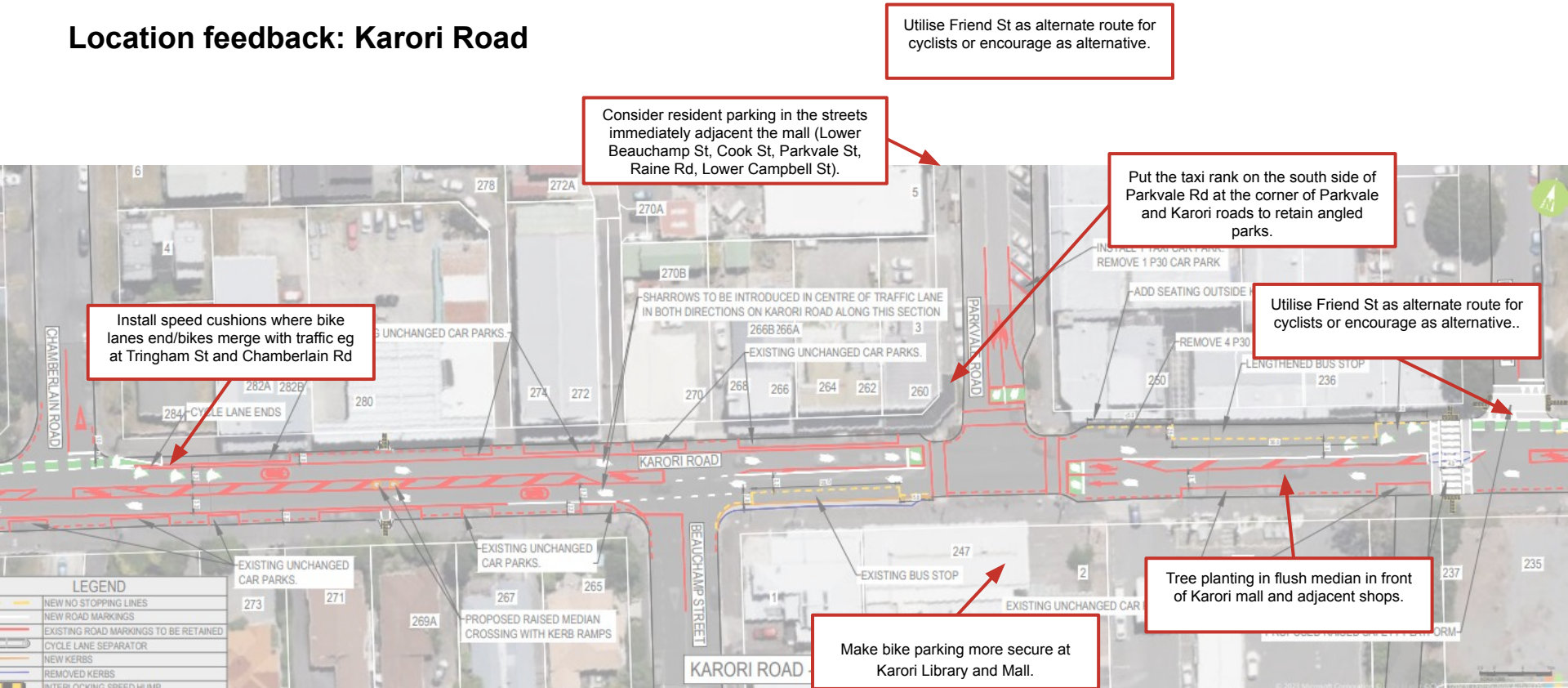
## Location feedback: Karori Road



# Location feedback: Karori Road



# Location feedback: Karori Road



Utilise Friend St as alternate route for cyclists or encourage as alternative.

Consider resident parking in the streets immediately adjacent the mall (Lower Beauchamp St, Cook St, Parkvale St, Raine Rd, Lower Campbell St).

Put the taxi rank on the south side of Parkvale Rd at the corner of Parkvale and Karori roads to retain angled parks.

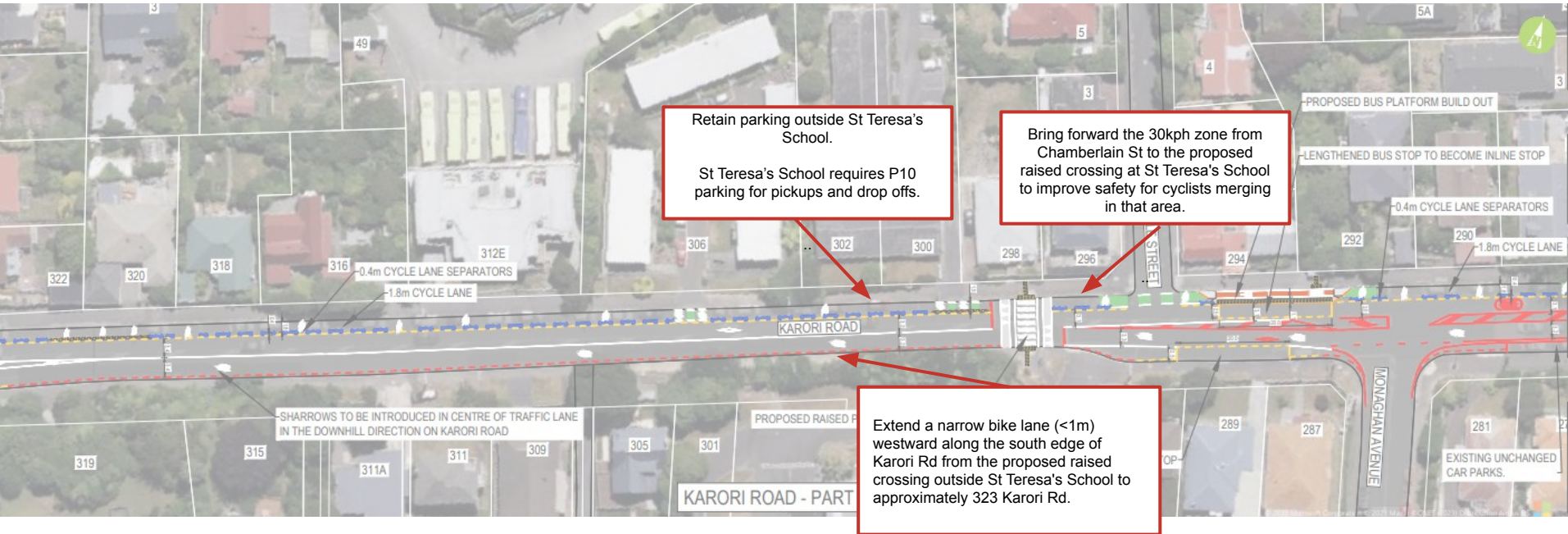
Install speed cushions where bike lanes end/bikes merge with traffic eg at Tringham St and Chamberlain Rd

Utilise Friend St as alternate route for cyclists or encourage as alternative..

Tree planting in flush median in front of Karori mall and adjacent shops.

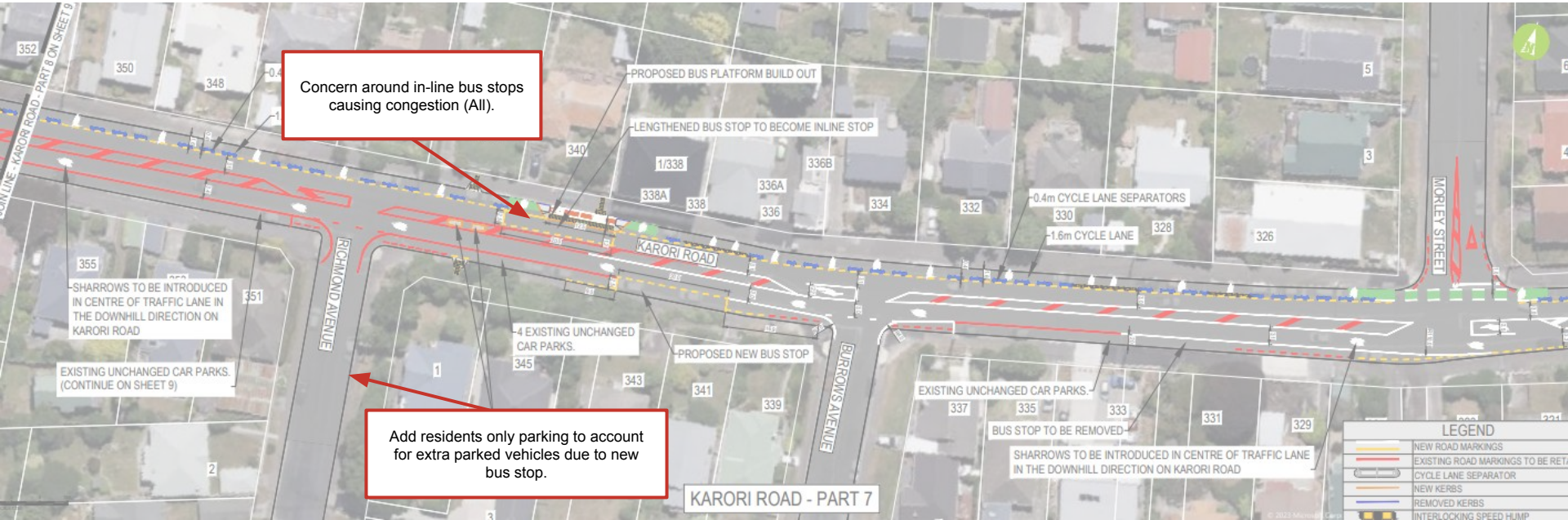
Make bike parking more secure at Karori Library and Mall.

## Location feedback: Karori Road

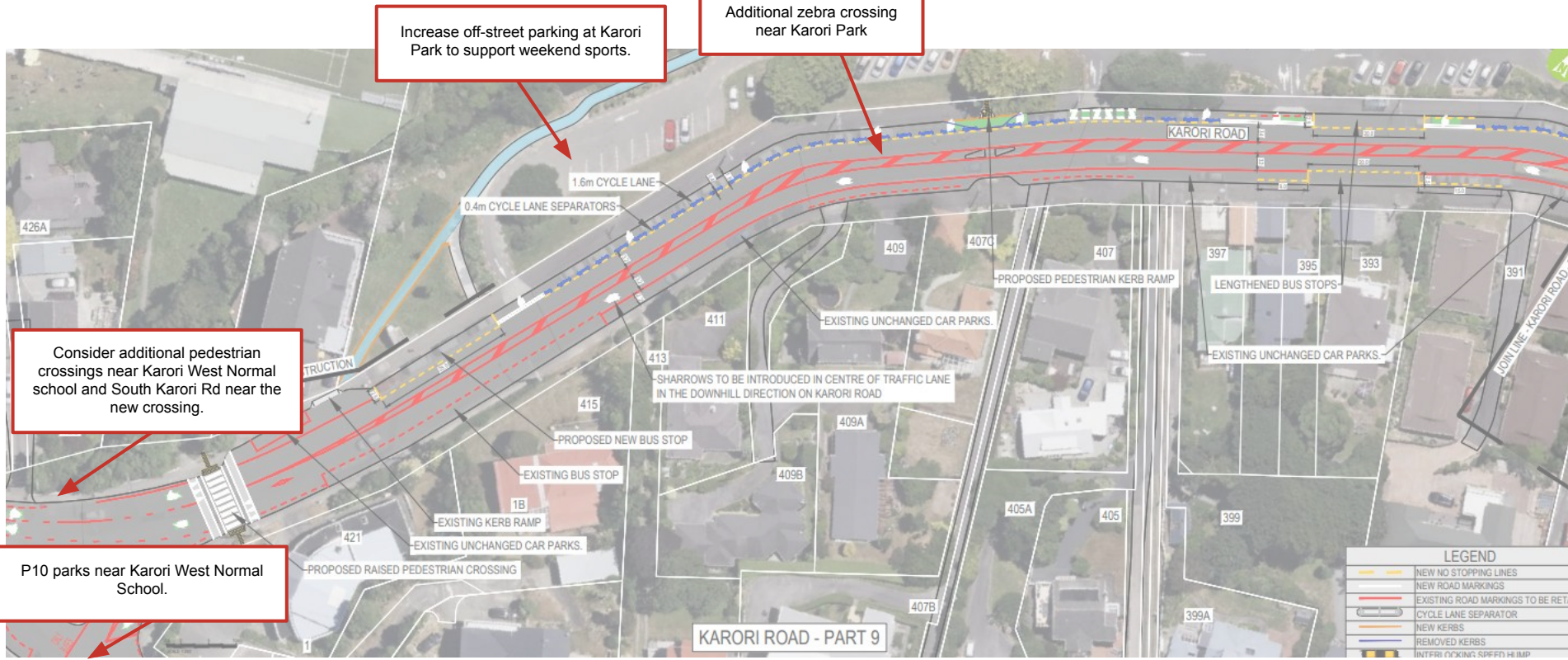




# Location feedback: Karori Road



# Location feedback: Karori Road



Increase off-street parking at Karori Park to support weekend sports.

Additional zebra crossing near Karori Park

Consider additional pedestrian crossings near Karori West Normal school and South Karori Rd near the new crossing.

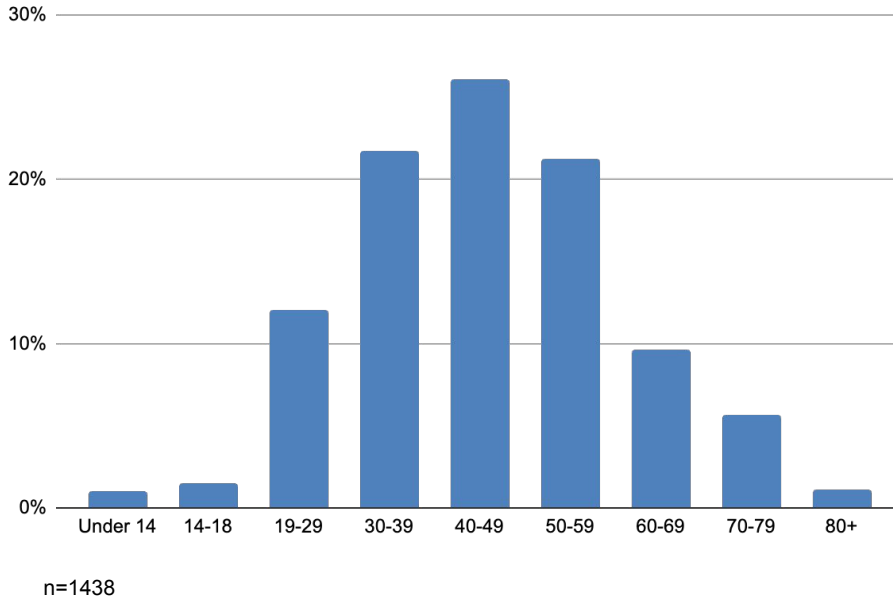
P10 parks near Karori West Normal School.



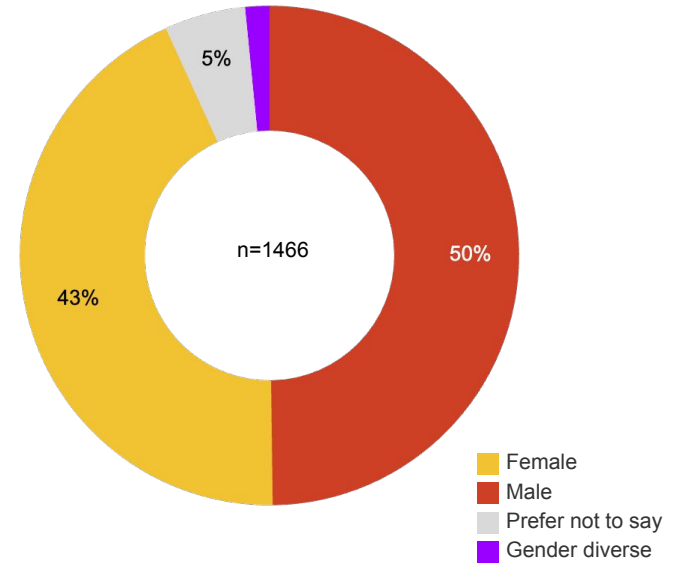
## **Who we heard from**

# Who we heard from

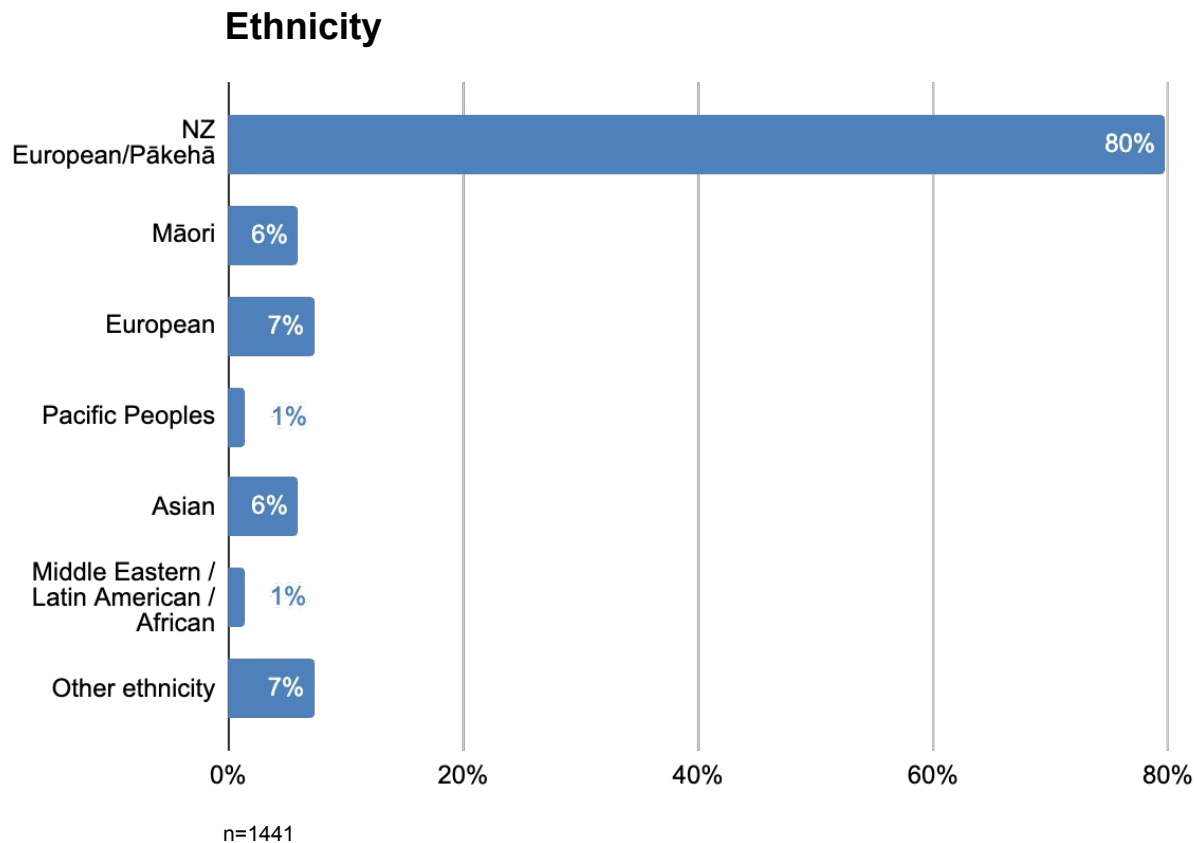
## Age



## Gender



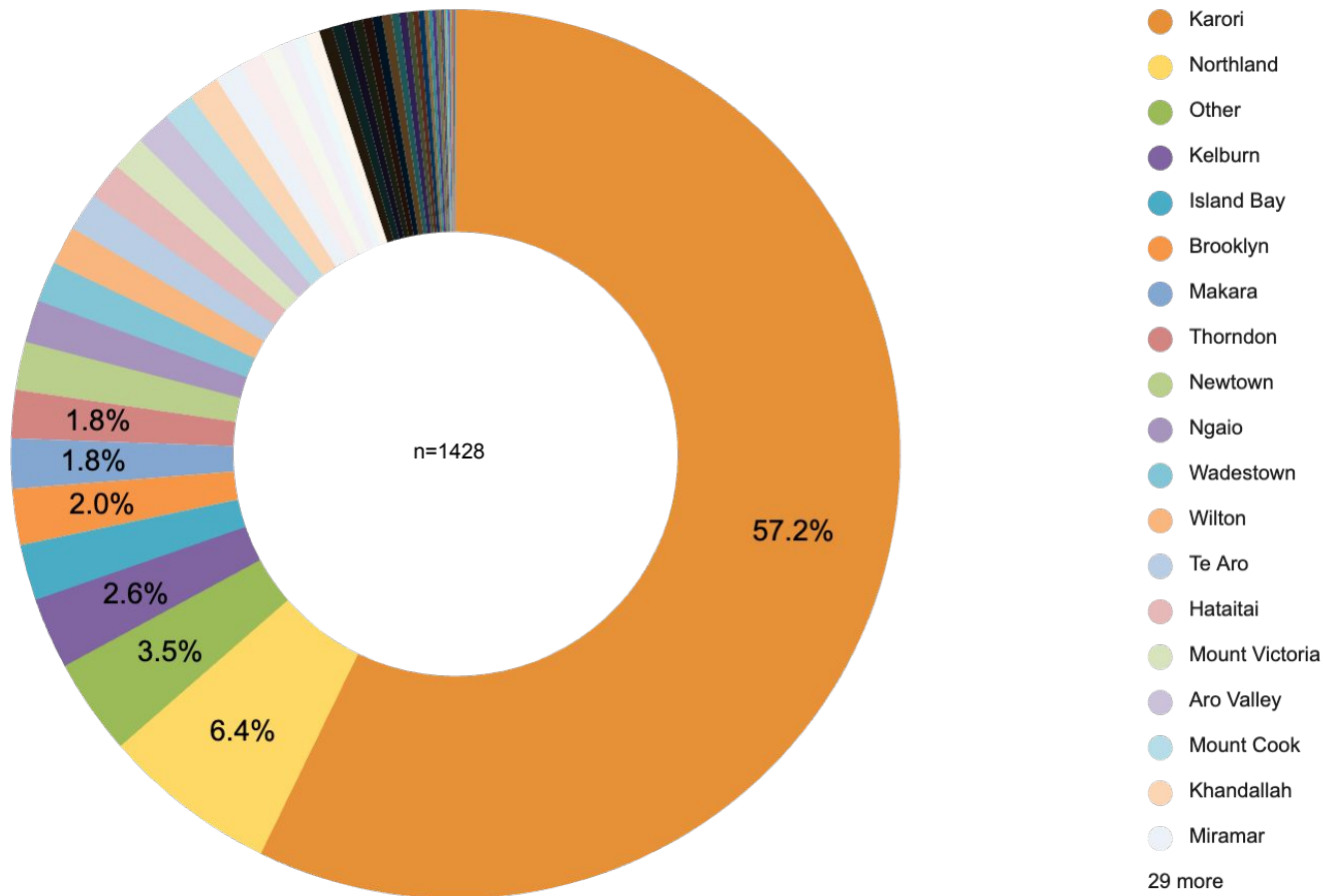
## Who we heard from



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

## Suburb

57% of respondents live in Karori



## Organisations and schools we heard from

1st Karori Scout Group  
Community football  
Creswick Valley Residents' Association  
Cycle Wellington  
Cycling Action Network  
Doctors for Active and Safe Transport  
Family - Rajjo Property  
Foodstuffs North Island  
Friends of the Botanic Gardens  
Huntleigh Home  
Karori Business Association  
Karori Normal School  
Karori Park Sports Club (Inc)  
Living Streets Aotearoa  
Mākara Peak Supporters  
Master Plumbers  
Meridian Energy  
Ministry of Education

Ministry of Plumbing  
NZAA  
Parents for Climate Aotearoa  
Ryman Healthcare Ltd  
Samuel Marsden Collegiate School  
Singleton Dental Limited  
Southern Plumbing  
Stroke Support Group  
Subway Karori  
Sustainability Trust  
Switched on Bikes  
Talavera Tennis Club  
Thorndon Residents' Association  
Titan Cranes Ltd  
Waterside Karori AFC  
Wellington City Council Environmental  
WGC Enviro Club  
WORD- youth mountain bike adventures!



## **Other engagement activity**



## Community drop-ins and events

We hosted four drop-in sessions and events along the route during this consultation period. We engaged with approximately 200-300 members of the public during this time. Community members could pop in, get the information they were interested in, ask questions of staff, and find out how to have their say during the formal consultation period. It was also an opportunity for people to find out about the proposed improvements to biking, busing, and walking happening across the city.

In each case, the project team would speak with people who arrived and make sure they were given the information they required. This included those who arrived early, and staff often stayed beyond the allocated time.

Community drop-in events were held at the Botanic Garden ki Paekākā entrance, Karori Community Centre, Karori Library and Karori Park Cafe.

A table was set up on 20 September at the Karori Library with consultation information, designs and paper submission forms, and a set of designs was available at the community centre. Library staff were also briefed to direct queries to the project email address and submission form.



## Engagement with schools

The purpose of meeting with school students was to discuss the proposed bus, bike and walking improvements for Karori.

Transport projects have a range of impacts and opportunities that affect everyone, so we try to engage with a wide range of people. Young people are users of the street as well, so it is important that we factor in their input.

Statistically, engagement with young people is difficult and Council struggles to get their views heard on city-shaping issues. That's one of the key priorities in Wellington City Council's Children and Young People Strategy so they can better participate in the change happening to their city.

We engaged with approximately 50 students from Karori Normal School, Wellington Girls' College and Wellington College on this project.

We also met with senior leadership from schools in the area that would either be directly impacted by the proposed street changes or have a substantial proportion of their student population who travel through the area.

These schools were:

- Karori Normal School
- Samuel Marsden Collegiate School
- St Teresa's School
- Karori West Normal School.

## Promotion and advertising

The promotion and advertising campaign for Karori connections was combined with the Berhampore to Newtown bike and bus improvements and the Newtown and Berhampore parking plan, with a mix of generic and targeted placement, messages, and images for the different suburbs.

The campaign aimed to let people in Karori know about the planned changes and where to provide feedback if they wanted to make a submission.

The consultation was promoted through media, email, radio advertising, newspaper advertising (The Post and Independent Herald), billstickers, Adshels, and a variety of digital channels, including Stuff, Google Display Network, Google Search, and Metservice. Promotion activities performed higher than industry average across the board.

As well as a media release and news stories, Council's social media channels were used to promote consultation, including Facebook, LinkedIn, Twitter, and Instagram. The campaign performed well above or at average across all channels.

Community social pages also made their own posts about the consultation. Wellington City Council is not always included in these discussions so there is limited opportunity to easily counter misinformation or moderate responses.





# **Appendix A: Shared Spaces Karori form**

## Shared Spaces Karori themes

1228 submissions were made via a form developed and administered by a group called Shared Spaces Karori.

The group's form clearly stated their position to strongly oppose parking removal, bus stop removal and the installation of bike lanes. They support raising existing and installing new pedestrian crossings, installing better kerb ramps, the Appleton Park shared path and encouraging calmer traffic speeds in retail areas.

The form had a space for submitters to add a comment. 738 of the 1228 made a comment and to the right are the main themes. Themes that were mentioned fewer than 20 times are not shown.

911 of the submitters were from Karori.

Theme	Indicative statement
General concern about loss of carparks and convenience of parking	<i>"It's already hard to get a park and this change will make it more difficult"</i>
General opposition to the proposed changes	<i>"The proposed changes are a terrible idea"</i>
Direct time/energy/money elsewhere	<i>"This is a waste of money, fix the pipes"</i>
Concern about impact on and/or access to businesses	<i>"People need to park near businesses, the changes will make it harder for them"</i>
Consider impact on people with mobility/accessibility issues	<i>"As an old person, I need to be able park my car near to where I want to go"</i>
Changes will increase congestion	<i>"This is already a busy road and these changes will make it worse"</i>
Concerns regarding WCC communication/engagement	<i>"The council needs to come back and properly consult with the community"</i>
Concern about safety	<i>"The changes will make the road less safe"</i>
Use alternate route for cycleway	<i>"The cycleway should not be on the main road, why not use the back streets"</i>
Concern about impact on residents in the area	<i>"Where will residents park, the changes will make it harder for people who live in Karori"</i>
Only benefits cyclists	<i>"These changes are only for a small group of cyclist, not everyone can ride a bike"</i>
Lack of clear rationale or data to support changes	<i>"There are so few people who ride bikes and hardly any accidents"</i>

## Shared Spaces Karori form

The Shared Spaces Karori group developed a separate form for people to use to make submissions. The forms were made available at:

- Karori Auto Services
- Sprig and Fern, Tinakori
- Facebook – on the Shared Spaces Karori page
- Karori Mall
- Wellington City Council drop-in sessions
- Members of the group door-knocked homes in Karori
- The form may have been distributed through other channels.

A member of this group was verbally aggressive toward Wellington City Council and Metlink staff at the Karori Park drop-in session.

The form had no questions and didn't provide the wider context for street changes. It simply asked people to sign and date if they support the statement "I strongly oppose Wellington City Council's current proposal and design for Karori Connections to remove car parks and bus stops for cycle lanes through Karori and Glenmore Street. We request Council engage fully with the local community on what is required to make transport better for all."

Submitters were also asked for:

- Name
- Address or email
- Suburb
- Any comments that support your views.

September 2023

### Submission to Wellington City Council on Karori Connections

- **I strongly oppose** Wellington City Council's current proposal and design for Karori Connections to remove car parks and bus stops for cycle lanes through Karori and Glenmore Street. We request Council engage fully with the local community on what is required to make transport better for all.

Signed \_\_\_\_\_

Date \_\_\_\_\_

### Please print your contact details (required for a valid submission)

Full Name	
Address or email	
Suburb you live in	

### Please share any comments that support your views:


## Shared Spaces Karori form

The form included a 'WCC privacy statement' that described how Wellington City Council would manage the information that was collected on the form.

The form also included supporting information, which covered:

- Removal of car parking, including concerns about access to shops, medical facilities, Botanic Garden ki Paekākā and Karori Park. It includes a table showing public car parks and parks to be lost for each street.
- Cycle count data and cycling accidents over 5 years
- Concern about bike lanes being prioritised over peak time priority bus lanes
- Concern about bus stops being removed to accommodate the bike lanes

It notes they do support parts of the proposed changes including, raising existing and installing new pedestrian crossings, installing better kerb ramps, encouraging calmer traffic speeds through retails area and the Appleton Park shared path.

It also notes that more detail is available on the council's website ([www.wellington.govt.nz](http://www.wellington.govt.nz)) and a submission form. This does not help people access information about they proposal as this was available at [transportprojects.org.nz/karori](http://transportprojects.org.nz/karori) which was widely publicised.

### Form considerations

The form did not share any benefits from the proposed changes

It states that bus stops are being removed for the bike lane, but this is incorrect. The bus stop removal is to improve the spacing between each stop on the route. The improved spacing means the buses are faster and more reliable as they have to stop less often.

It also states concern over bike lanes being prioritised over peak time bus lanes, but this is incorrect. The proposal shows benefits for buses because of the bike lanes such as the proposed improvements to the current uphill shared bike/bus lane on Glenmore Street by separating people on bikes into a bike lane.



## **Appendix B: Theme descriptions**



## Theme descriptions (1/6)

Theme	Description
Concern about removal of car parks	Comment expressing concern or opposition to the reduction in the number or availability of car parks.
General support for proposed changes	Comment stating general support for the proposed changes.
Concern about safety	Comment expressing general concern about the safety of proposed changes.
Increase protection around cycle lane	Comment suggesting Council do more to increase protection of cyclists and/or do more to separate cyclists from vehicles.
Changes will improve safety	Comment suggesting that the proposed changes will make it safer for one or more groups of people
Consider accessibility needs	Comment expressing concern that the proposed changes might make it worse for people with physical mobility issues or disabilities, young and elderly or that their needs are not being considered.
Expand cycle lane design	Comment suggesting expansion of cycle lanes to be in both directions, extended and/or increased in width.
Concern about in-lane bus stop	Comment expressing concern that the in-lane bus stop will cause congestion and/or safety issues.
Concern changes will cause congestion	Comment expressing concern that the proposal will lead to slower traffic and increased delays.
Concern changes will restrict access to gardens	Comment expressing concern that the changes will make it difficult for people to access the Botanic gardens.

## Theme descriptions (2/6)

Theme	Description
WCC should focus on other things	Comment suggesting that council should prioritise other issues.
Support for cycling infrastructure	Comment suggesting the design improves the current cycle lane infrastructure and/or the overall network.
Changes support active transport/public transport use	Comment suggesting that the proposed changes will encourage people to shift from using vehicles to walking, using bikes or taking the bus
Public transport is inadequate	Comment suggesting that public transport isn't a viable alternative to using the car.
Concern about displacement	Comment expressing concern that the scheme will move vehicles from parking on one street to another as a result of less car parks and/or the change to bus stops.
Cycle lane unnecessary	Comment expressing sentiment that the cycle lane proposed infrastructure is not required.
The proposal helps to balance the needs of different modes	Comment suggesting that the design supports and addresses the requirement of multi-modal transportation.
Use alternate route for cycle lane	Comment suggesting alternate cycle lane route along non-arterial routes and/or greenspace. The most common suggestions were roads behind Karori road (Friend St and through the Botanic gardens).
Supports increased use of Appleton Park	Comment suggesting that Appleton Park is currently underutilised and the shared path through the park will help mitigate this.
Criticism of WCC engagement process and decision making	Comment expressing frustration about not feeling listened to.

## Theme descriptions (3/6)

Theme	Description
Design doesn't go far enough	Comment suggests that the proposed changes could be improved by doing more, for example: remove more car parks, extend the proposed cycleway further.
Concern about shared path	Comment expressing concern for the shared path and the conflict this may cause between different modes of transport.
Lack of clear rationale or data to support changes	Comment suggesting there is not enough evidence, or enough of a problem, to implement the changes.
Concern about impact on and/or access to businesses	Comment suggesting changes will make it difficult to access local businesses and the impact it may have on these businesses.
Concern about proposed changes to bus stop	Comment expressing concern for the merging or loss of bus stops.
Improve WCC's public communication	Comment suggesting improvement is required in the way Wellington City communicates, primarily further information and clarity of message.
Further decrease vehicle speed	Comment suggesting further interventions and/or speed restrictions to slow vehicle speed. Frequently mentioned on downhill sections and shared lanes.
Concerns about pedestrian crossing	Comment expressing concern that the proposed changes to pedestrian crossings in the area will have a negative impact on traffic and or safety.
Support for pedestrian infrastructure	Comment suggesting support for proposed pedestrian crossings and/or proposed pedestrian infrastructure in general.
Concerns about intersection (Curtis / Raroa / Chaytor)	Comment expressing safety concerns directly related to the Curtis and Raroa intersections on Chaytor street.

## Theme descriptions (4/6)

Theme	Description
Concern about bus lane removal	Comment suggesting that the bus lane removal does not prioritise the flow of buses.
Consider the needs of all cycling abilities	Comment suggesting proposed changes are designed for experienced cyclists only and are not safe enough for beginners or insecure cyclists.
Leave it as it is	Comment suggesting that the change is not required in the area.
Concern changes will restrict access to park	Comment expressing concern that the changes will make it difficult for people to access Karori Park.
The changes will make life more stressful	Comment suggesting that introducing the scheme will be impractical and negatively impact people's lives.
Prioritise buses over bikes	Comment expressing concern that the design does not prioritise the movement of buses in the area.
Concern about cycle lane connectivity/consistency	Comment expressing concern that the changing design in cycle lanes and the absence of a connection between different routes will endanger cyclists.
Further park development	Comment suggesting a desire to see further development of Appleton Park.
Flood related concern	Comment expressing flood concern for Appleton Park.
Supports the removal of car parks	Comments suggesting the removal of more car parks than suggested in the design proposal.

## Theme descriptions (5/6)

Theme	Description
Changes improve access to city/surrounding suburbs	Comment suggesting that changes will support active modes in commuting to the city and / or travel to other suburbs.
Improve pedestrian infrastructure	Comments suggesting further improvement to pedestrian infrastructure.
Positive environmental impact	Comment suggesting that the proposed changes will have a positive impact on the environment
General opposition for proposed changes	Comment stating general opposition for the proposed changes.
Weather related concern about debris	Comment expressing concern for slips in general and/or debris on cyclelane.
Increase mobility parking availability	Comment suggesting WCC increase the number of mobility parks in the area.
Improve road markings	Comment suggesting improvement to road markings in the area.
Criticism of Wellington City Council	General critique of Wellington City Council and/or abusive comment.
Supports MTB Access	Comment suggesting that the design will support access to Mountain Bike parks.
Supports changes to bus stops	Comment expresses support of bus stop merges and/or changes to bus stops.

## Theme descriptions (6/6)

Theme	Description
Concern about enforcement	Comment suggesting that Council needs to do more to enforce the road rules. For example, speeding, ensuring people don't park in the cycleway.
Increase cycle parking	Comment suggesting more cycle parking.
Road user education	Comment suggesting further road user education resources/training.
Support for in-lane bus stop	Comment expressing support of in-lane bus stops.
Support for the transitional approach	Comment is in support of Council's transitional approach to the project.