



Karori Connections

'How things are currently working' survey analysis

June 2023

Absolutely Positively
Wellington City Council

Me Heke Ki Pōneke

Introduction

The purpose of this document is to summarise community feedback on how people currently experience moving to, from, and around Karori, on the main route via Karori Road, Chaytor Street and Glenmore Street, and also on South Karori Road, and Birdwood and Braithwaite Streets.

Feedback received through this survey will help inform street improvements for people walking, on bikes, or using the bus to, from and around Karori.

The large amounts of information from the community are presented in themes, maps and graphs to give Councillors, officers, stakeholders, and the community an accurate understanding of the feedback.

We've summarised all data and information provided to us. No representative adjustments or sampling has been done based on demographics; instead, we present all information and provide transparency about who provided feedback.

This survey was open from 22 May to 12 June 2023. We had 437 individuals provide feedback, 84% of respondents live in Karori. This survey was open to all community members, and we were especially interested to hear from people who live, work and regularly visit the area.

The survey was shared through direct mail to people living and working along the route, email newsletters, and on community social media channels.

We have themed and summarised feedback relating to the bus and bike route. We received a lot of detailed information about the area which has also been summarised in this report.

Engagement

How many responses did we get?

437

people, schools or organisations submitted feedback.

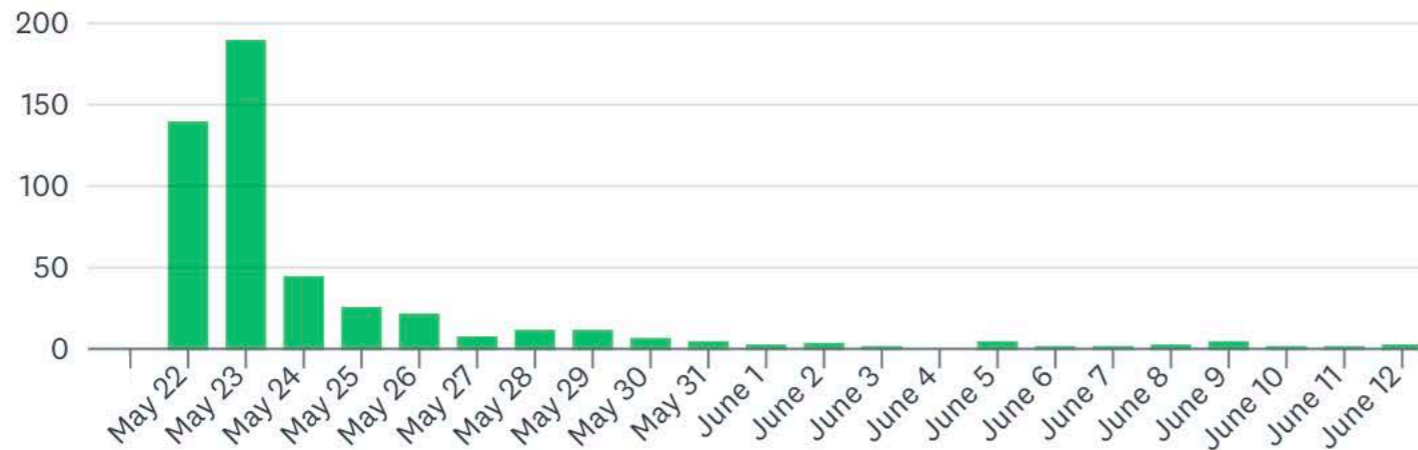
~8 mins

people spent an average of 7 minutes and 37 seconds completing the survey.

~55 hours

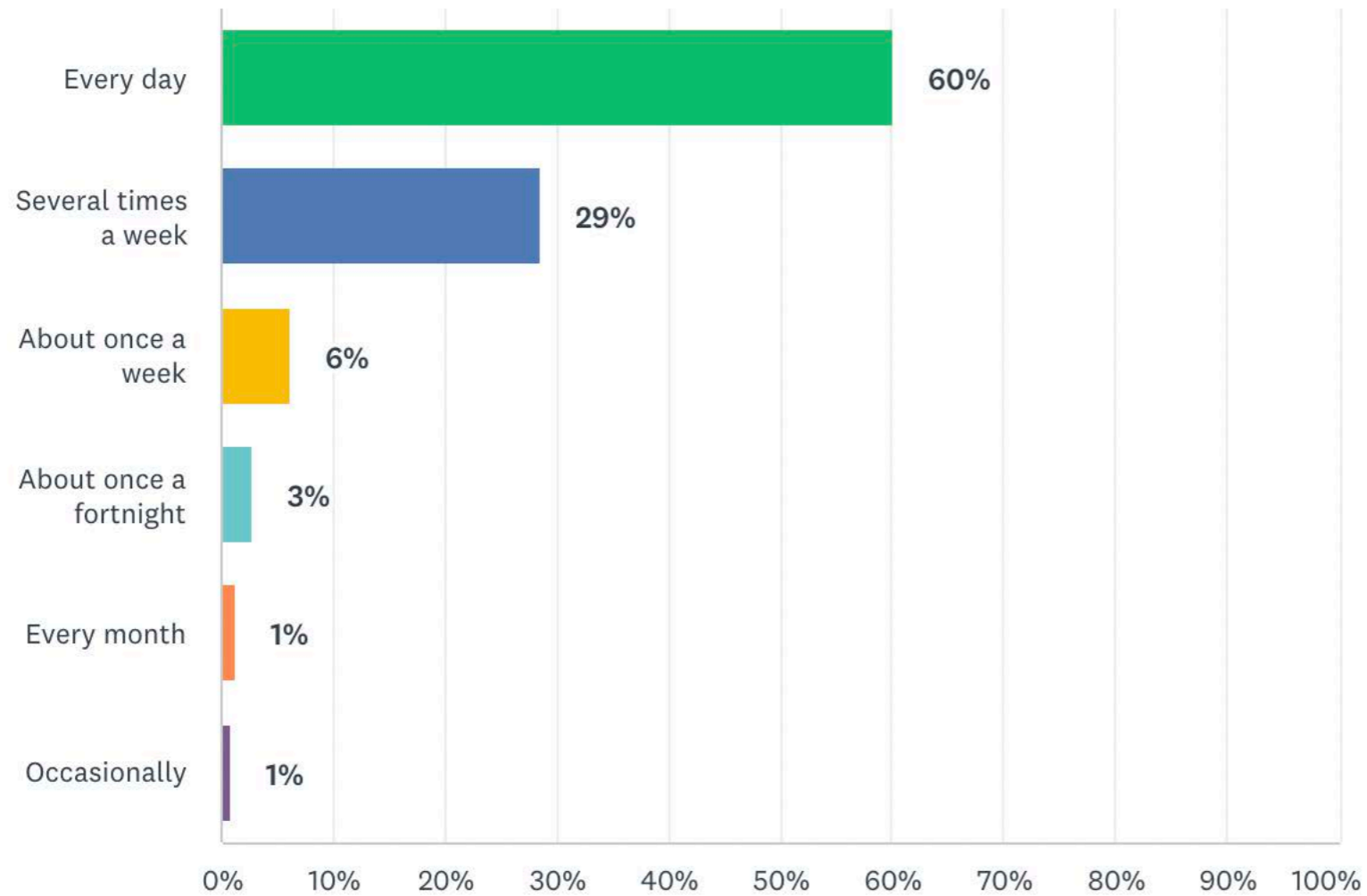
the community collectively spent about 55 hours providing feedback.

Number of daily responses over the duration of engagement:
(22 May to 12 June 2023)



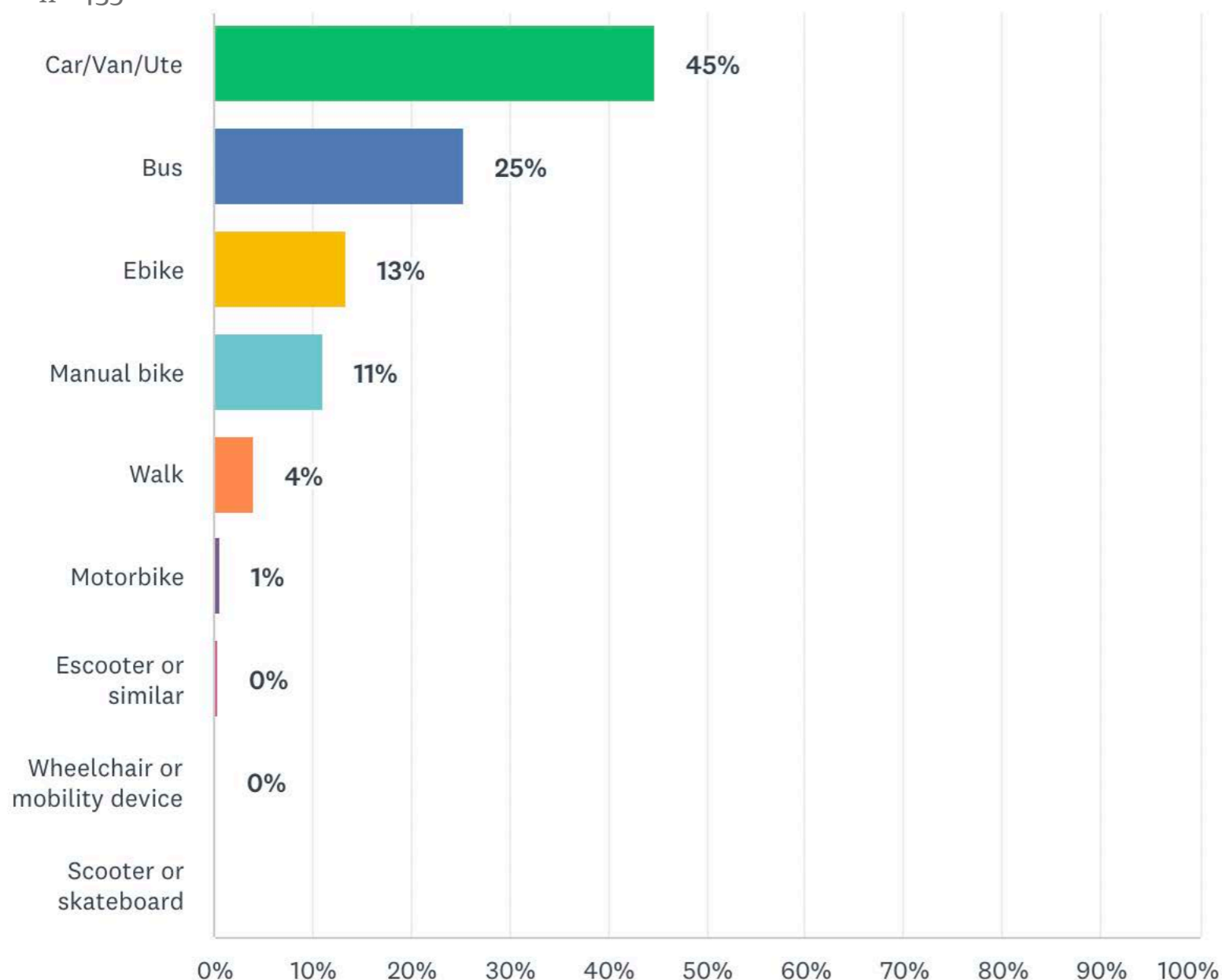
How often do you travel on the main route through Karori?

n= 436



What is the main way you travel between Karori and the central city or other Wellington suburbs?

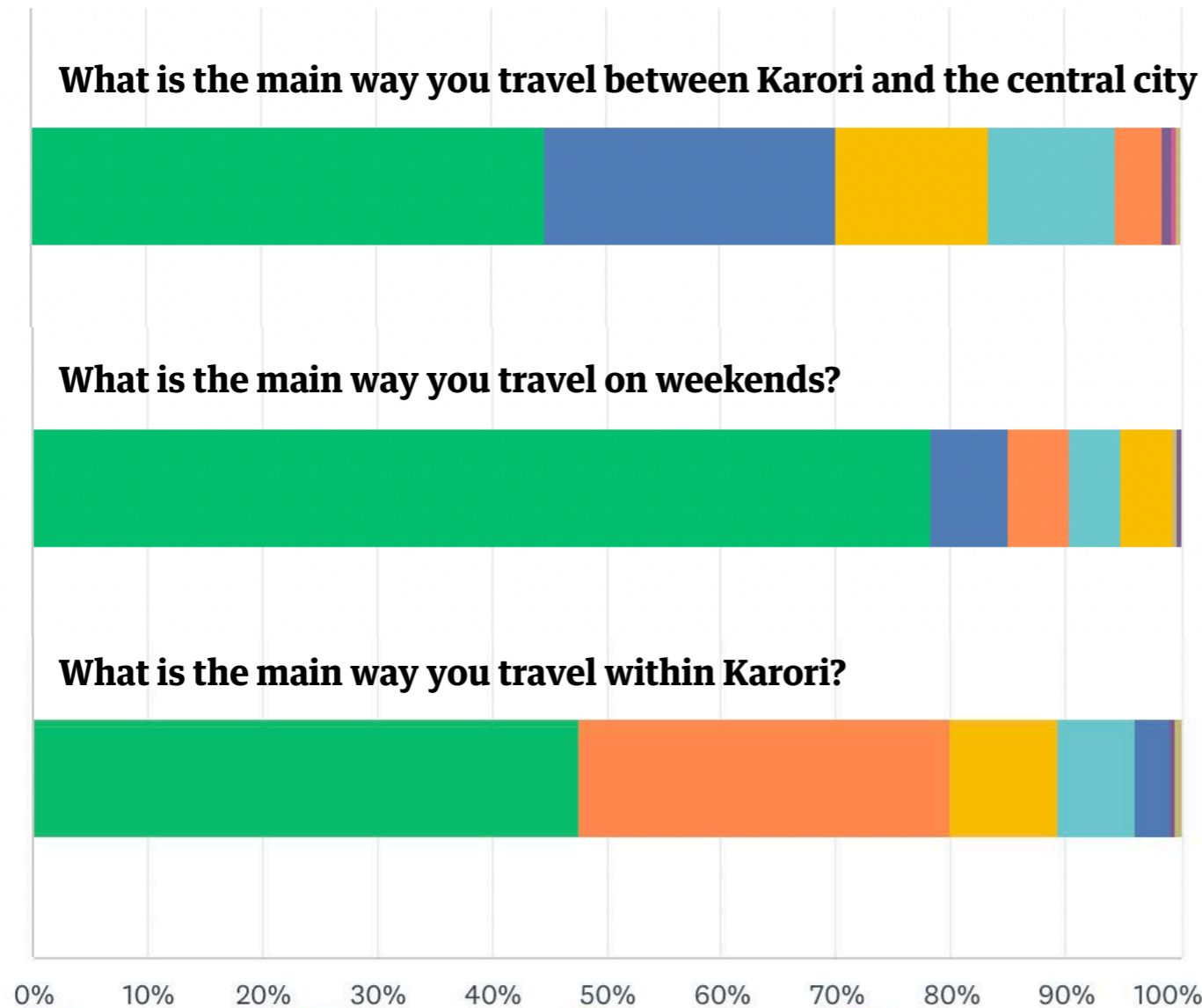
n= 435



24% of respondents use a bicycle as their main transport mode.

How respondents travel:

n= 435



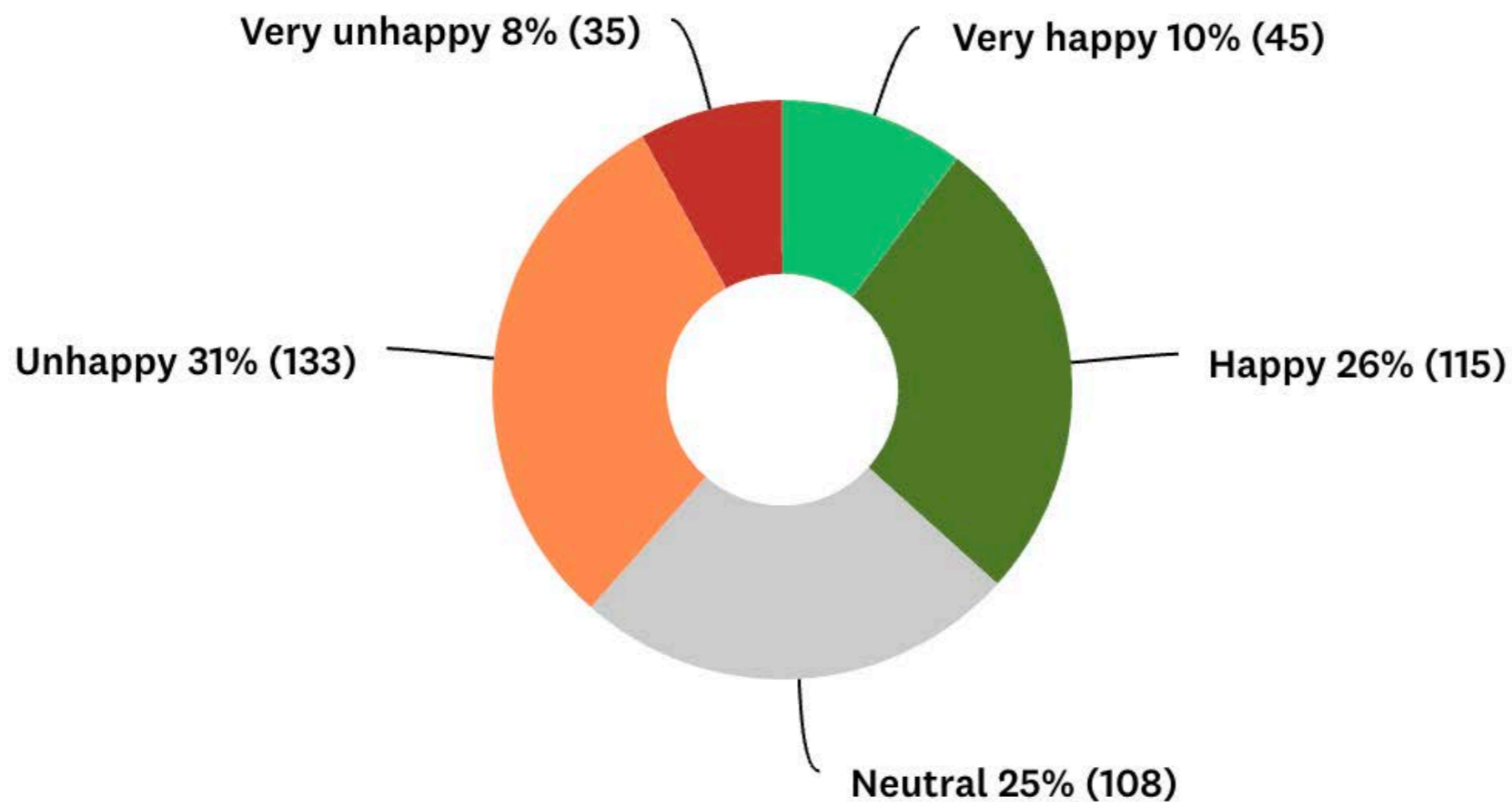
How respondents travel changes dramatically depending on day and destination.

- Car/Van/Ute
- Bus
- Scooter or ...
- Walk
- Motorbike
- Ebike
- Wheelchair...
- Manual bike
- E-scooter or ...

Overall, how happy are you with the main route through Karori?

The main route is Karori Road, Chaytor Street and Glenmore Street

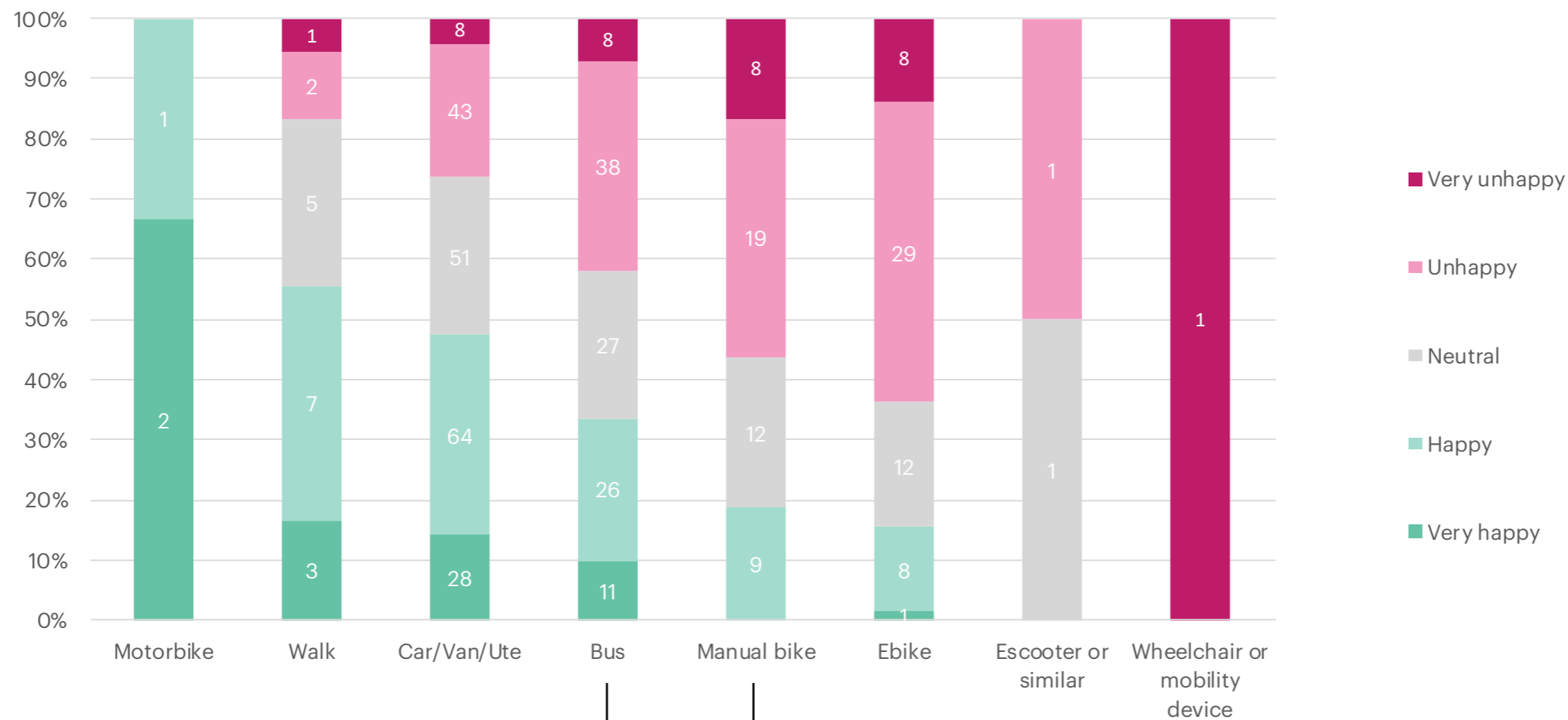
n= 436



Overall, level of happiness by main mode of transport

Based on “What is the main way you travel between Karori and the central city or other Wellington suburbs?”

n= 434

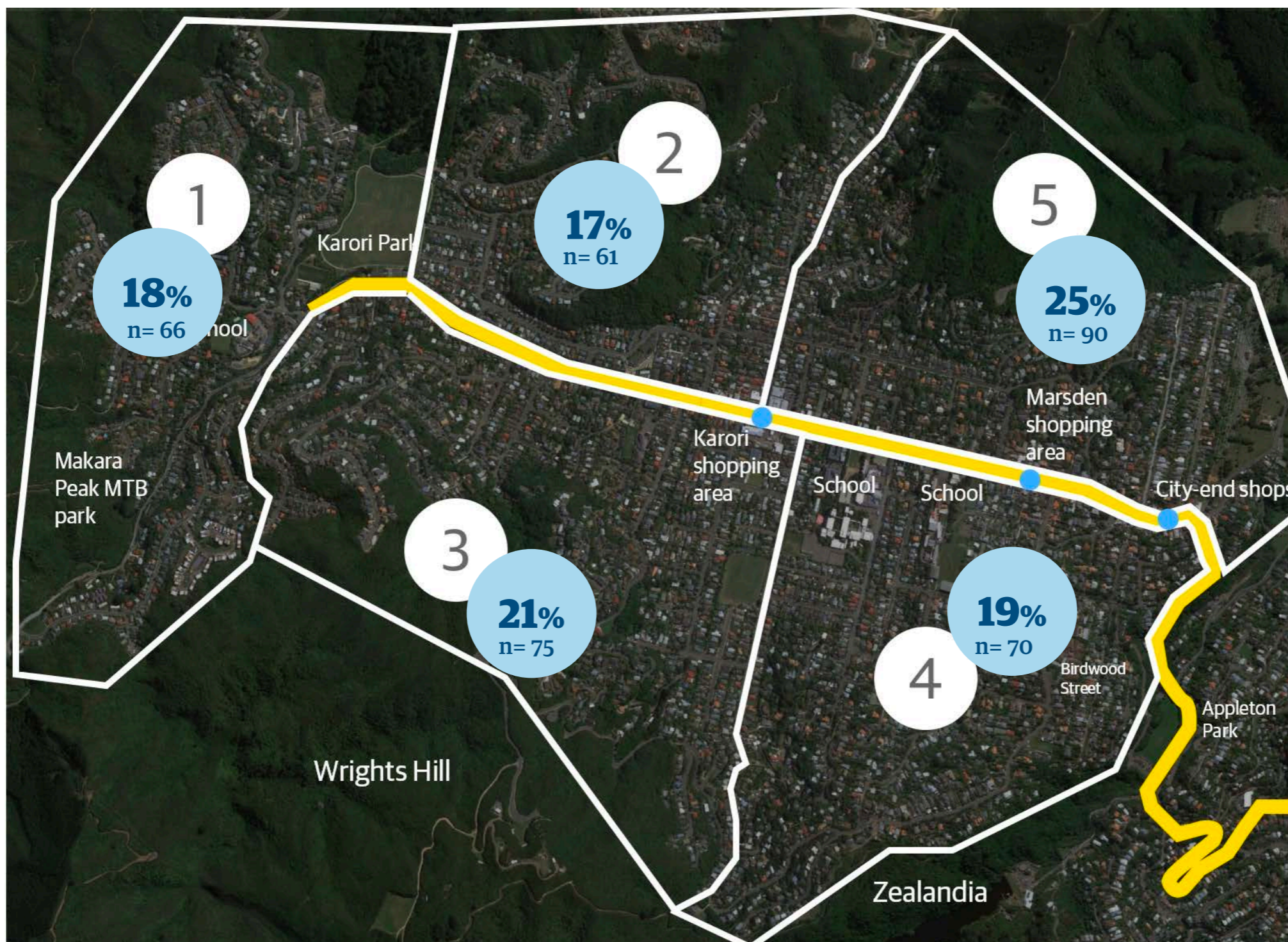


33% of bus users are happy with the main route

9% of manual bicycle users are happy with the main route

Which area of Karori do you live in?

n= 362



Overall, level of happiness by area in Karori

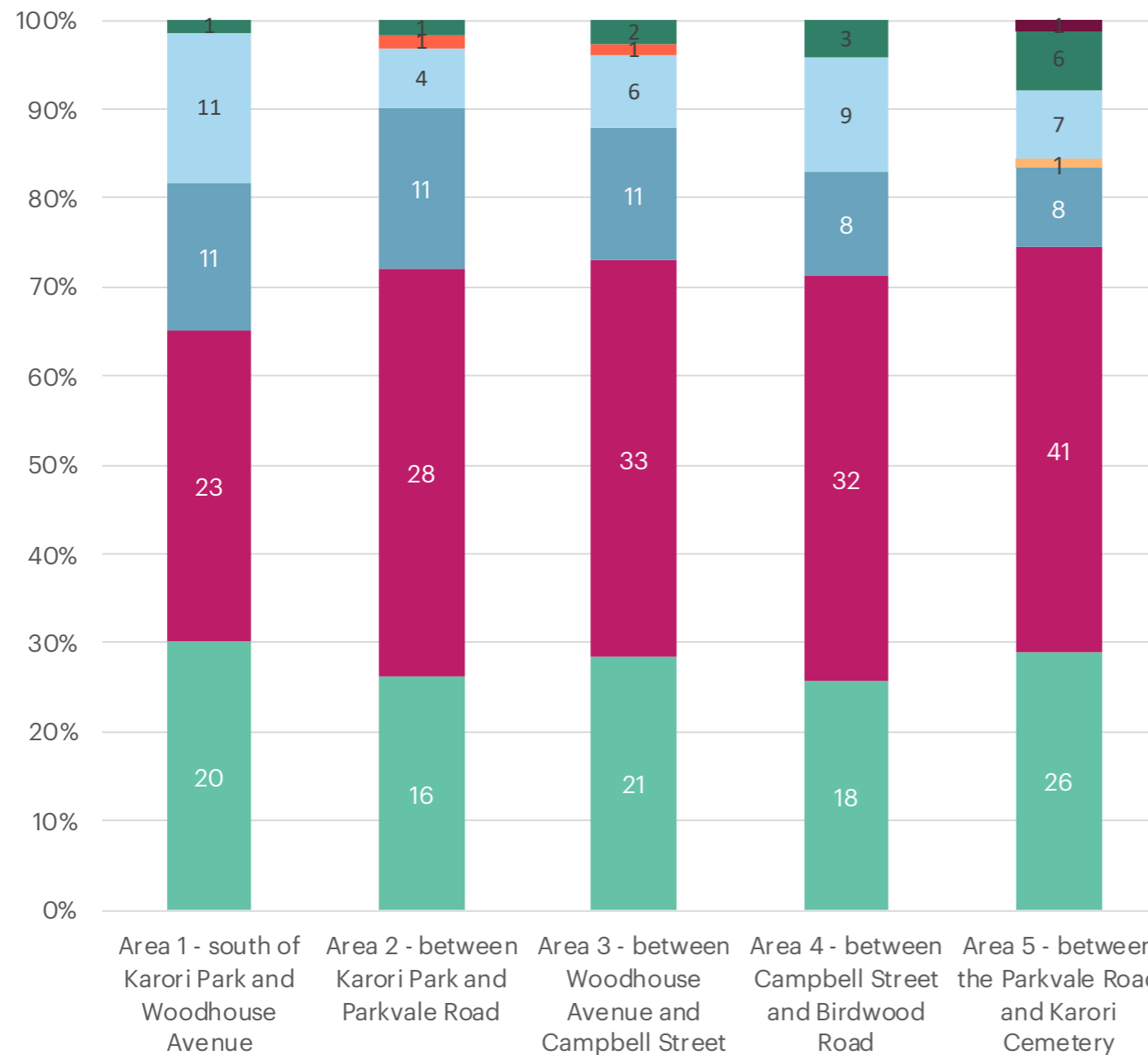


All areas have balanced levels of happiness. Respondents from Area 4 are slightly happier and Area 1 is slightly unhappier.



Area by main mode of transport

n= 361

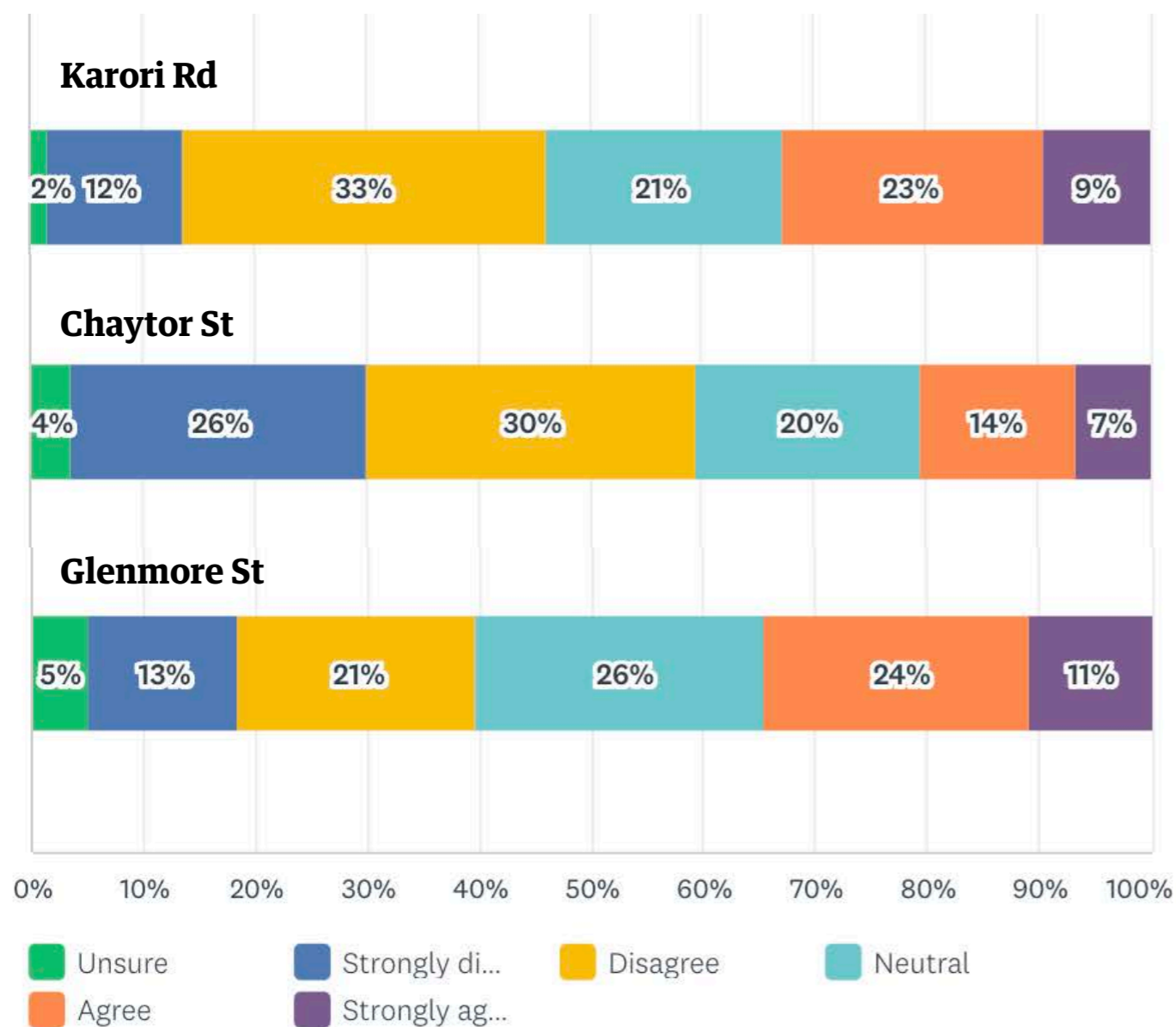


- Wheelchair or mobility device
- Walk
- Motorbike
- Manual bike
- Scooter or similar
- Ebike
- Car/Van/Ute
- Bus

All areas use a range of transport modes.

Street experience (all respondents)

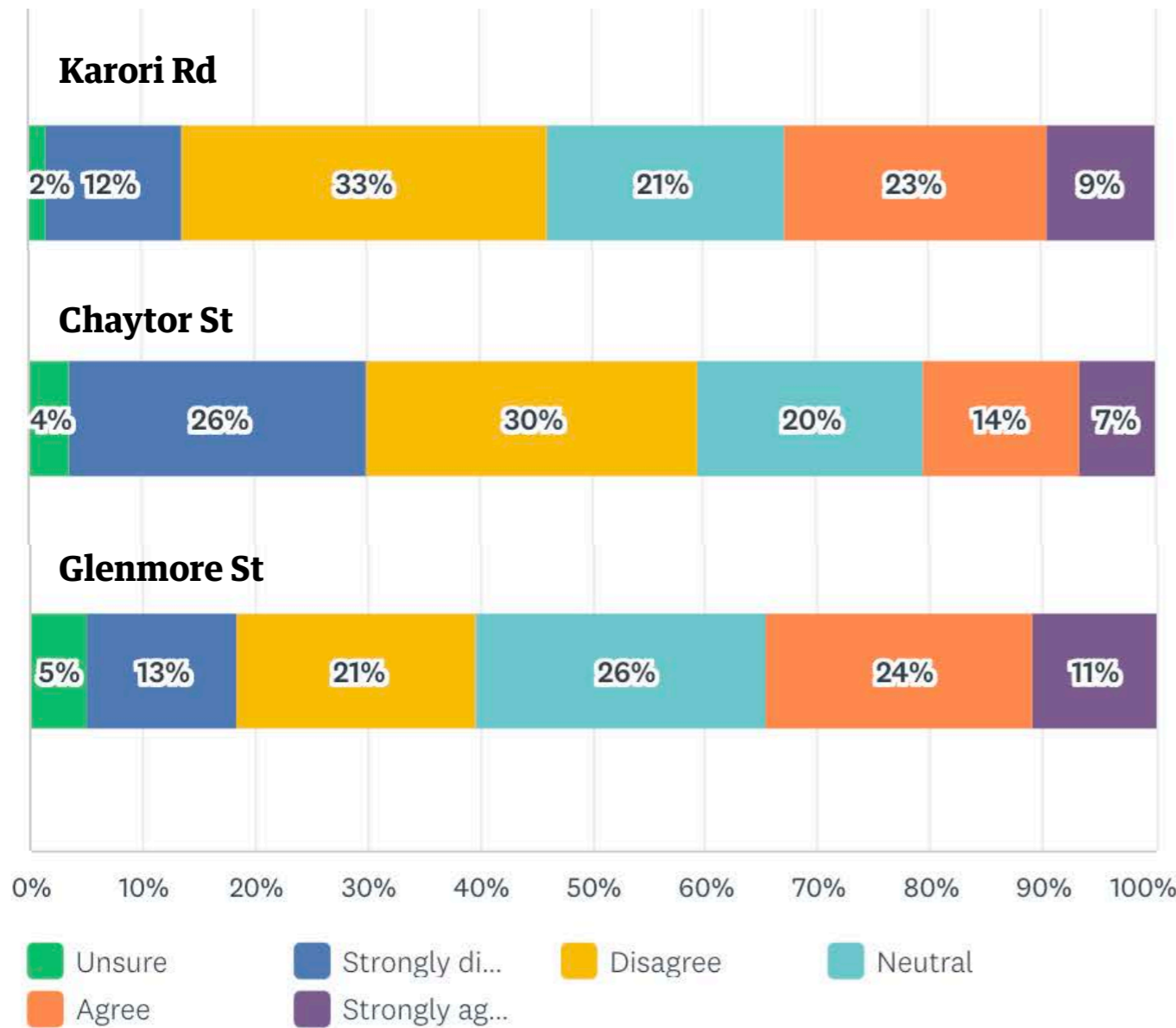
To what extent do you agree that the following streets currently provide a positive experience for people walking, on bikes, on scooters, on skateboards or on the bus?



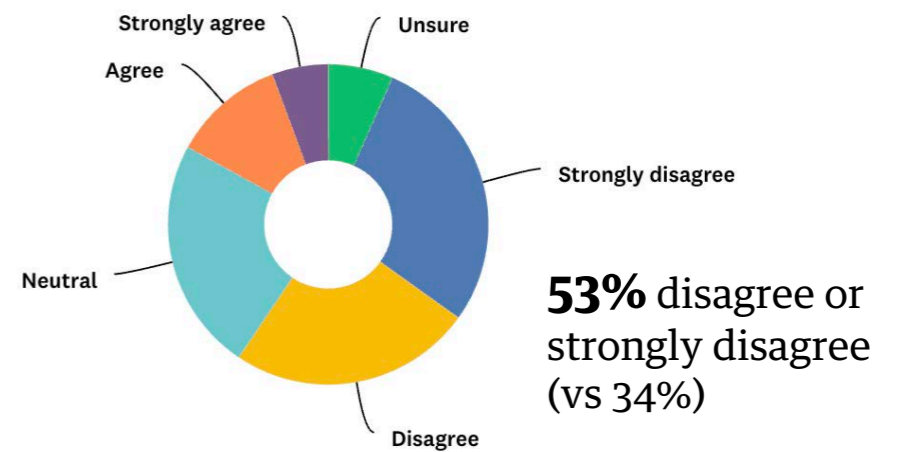
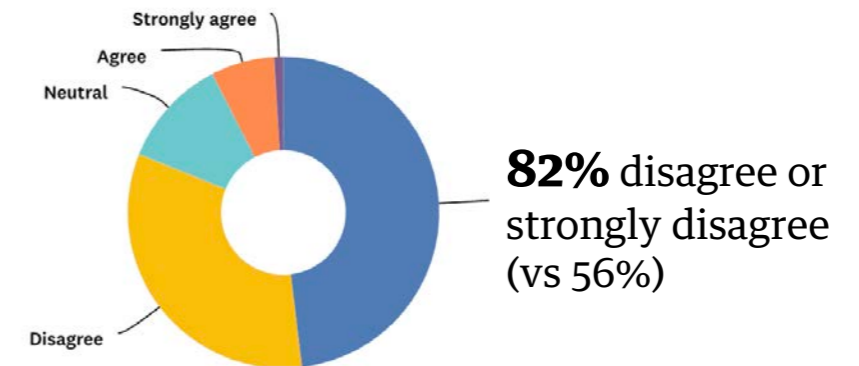
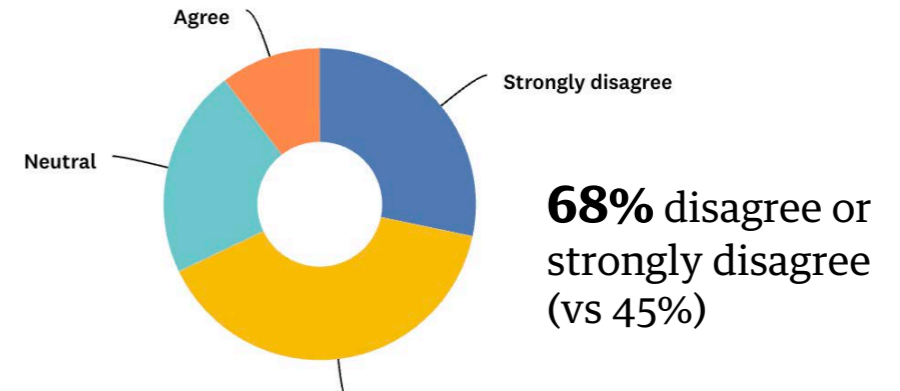
Overall, all respondents are **least** happy with Chaytor St.

Street experience (compared to bikes)

To what extent do you agree that the following streets currently provide a positive experience for people walking, on bikes, on scooters, on skateboards or on the bus?



Of respondents whose main mode of transport is a bicycle:



Unhappy experience themes

The themes are extracted from “Tell us about an experience that made you unhappy:”

There is no dedicated bus lane during peak hour in or out of Karori between the terminus and Chaytor St. Buses need to be given priority during these times to make them more efficient and encourage people to use them more. My commute time more than doubles because buses get caught up in slow traffic. This has got much worse with the two 30km zones in Karori.

I travel by bus and the buses are hard work- either we are all crammed into the available buses or you can't get on the bus - it's too unreliable for work but I don't have another option

The traffic density is such that we have difficulty getting out of our driveway. The traffic congestion and delays are terrible due to the fact that there is only one route to and from the city and that is narrow. Too narrow for bus lanes let alone cycle lanes.

It is busy, often traffic does not take into account cyclists, the road is affected by sun strike at both ends of the day. It is narrow in places coming up the hill into Karori on Chaytor Street. The Chaytor Street/Rarao Cres intersection is very unsafe for cars and cyclists.

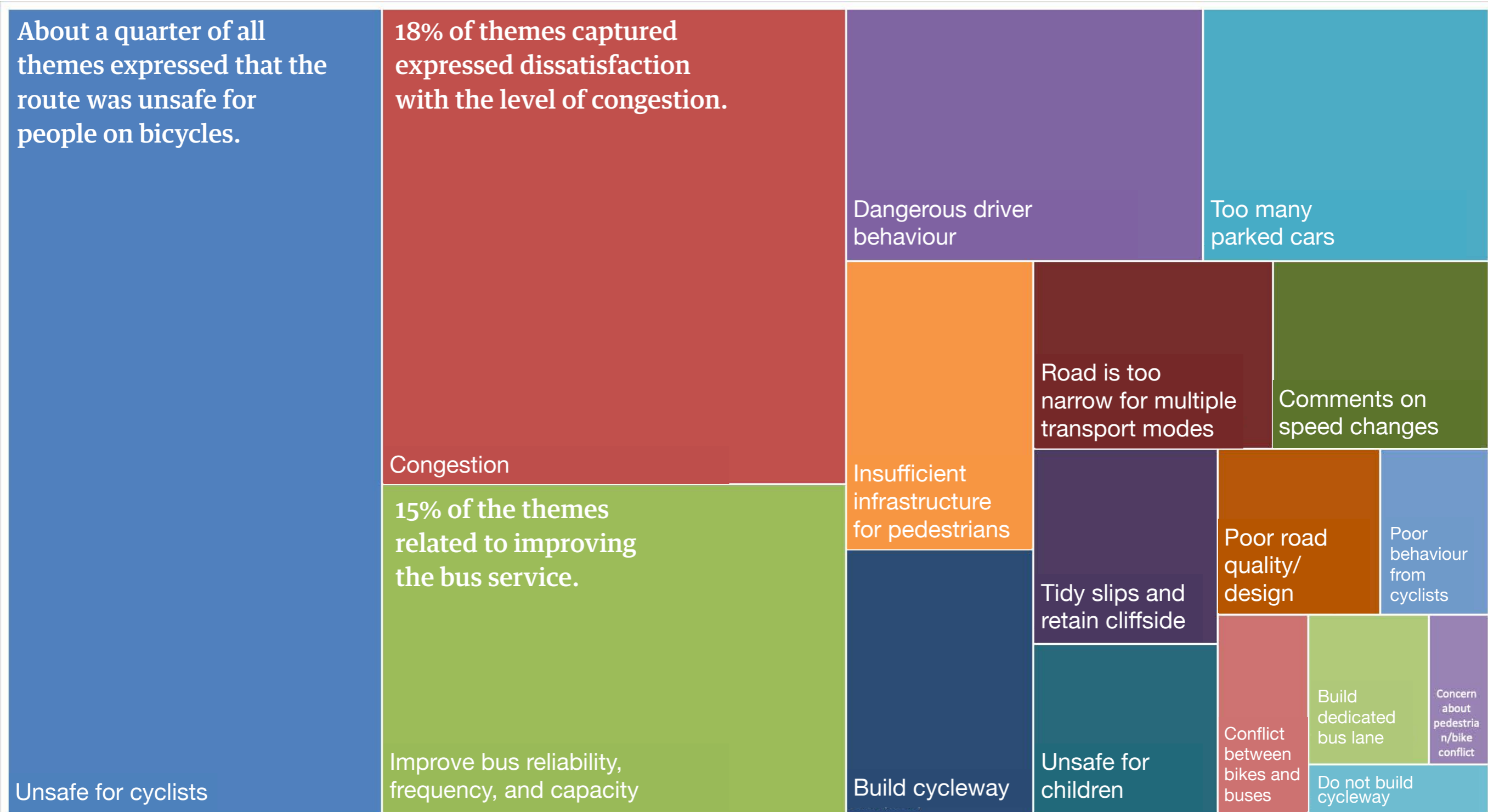
As a cyclist - car drivers not adhering to the speed limits and not giving me the space on the road to feel safe.

Themes

- Unsafe for cyclists
- Improve bus reliability, frequency, and capacity
- Congestion
- Insufficient infrastructure for pedestrians
- Road is too narrow for multiple transport modes
- Too many parked cars
- Build cycleway
- Poor road quality/design
- Dangerous driver behaviour
- Tidy slips and retain cliffside
- Unsafe for children
- Comments on speed changes
- Poor behaviour from cyclists
- Conflict between bikes and buses
- Concern about pedestrian/bike conflict
- Do not build cycleway
- Build dedicated bus lane

Unhappy experience themes

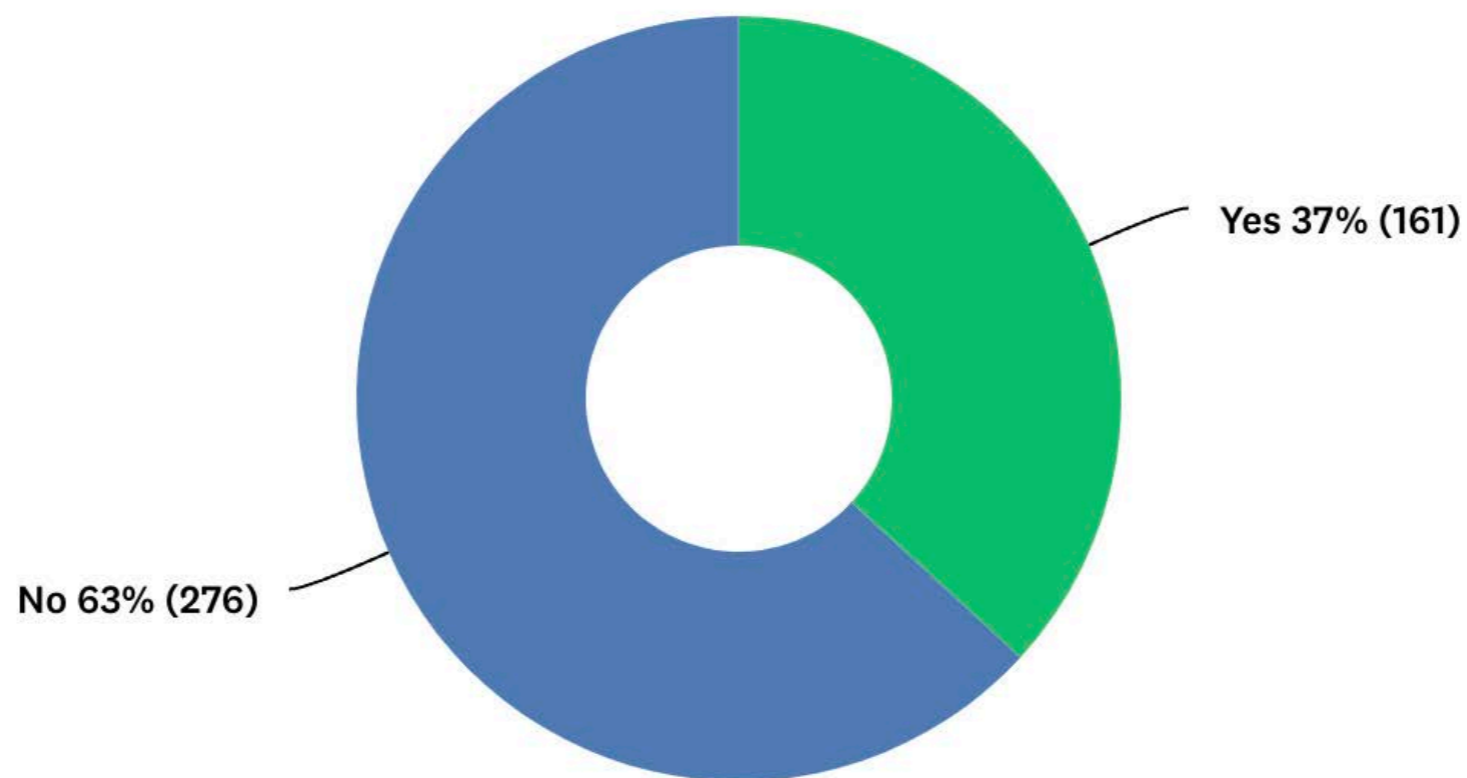
The themes below are based on analysing the free text comments from respondents who answered “Tell us about an experience that made you unhappy:”
The larger the box, the more frequently the theme appeared.



Crashes and near misses

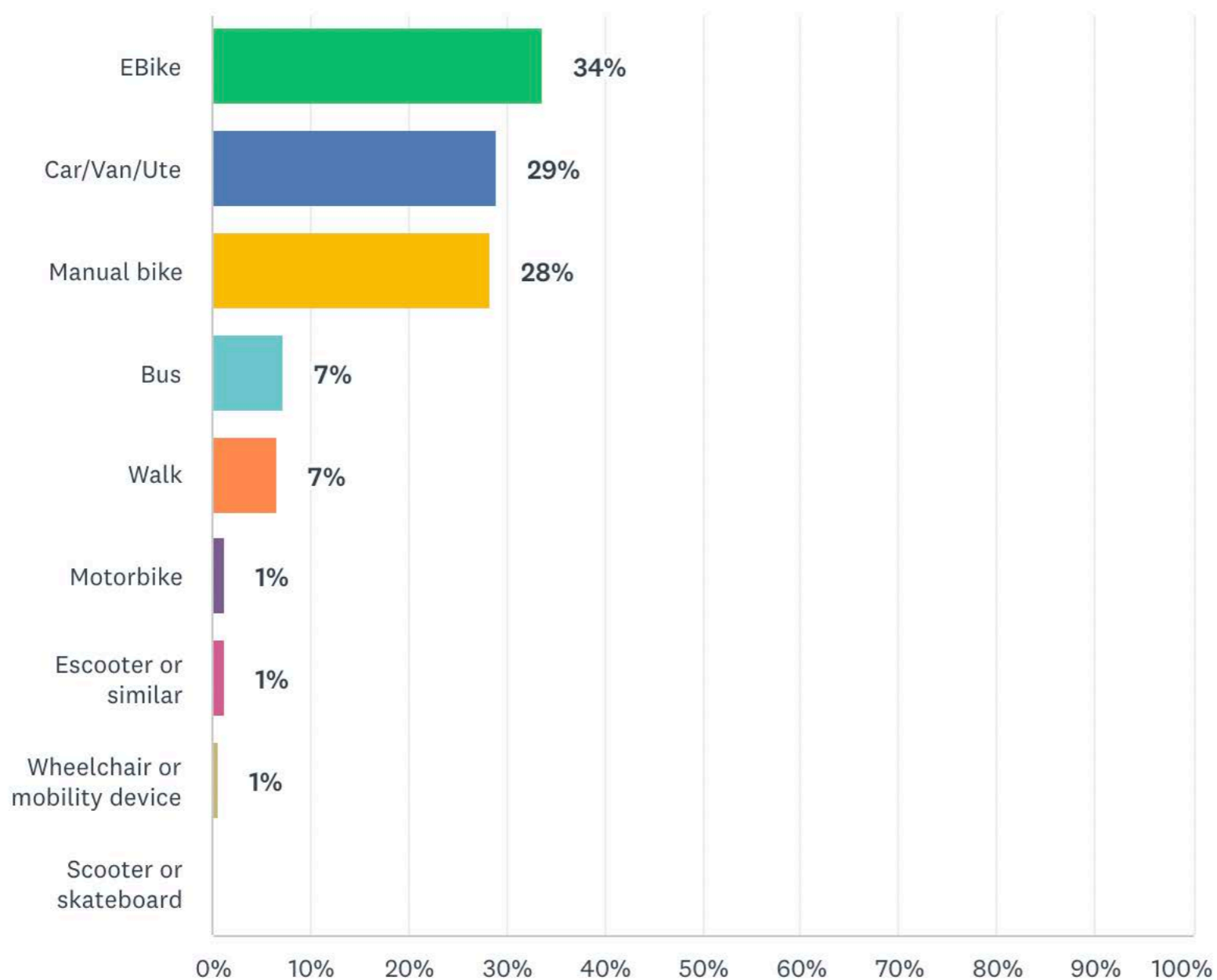
Have you been involved in any crashes or near misses on the main route through Karori in the last six months?

n= 437



When the crash or near miss happened, how were you travelling?

n= 166

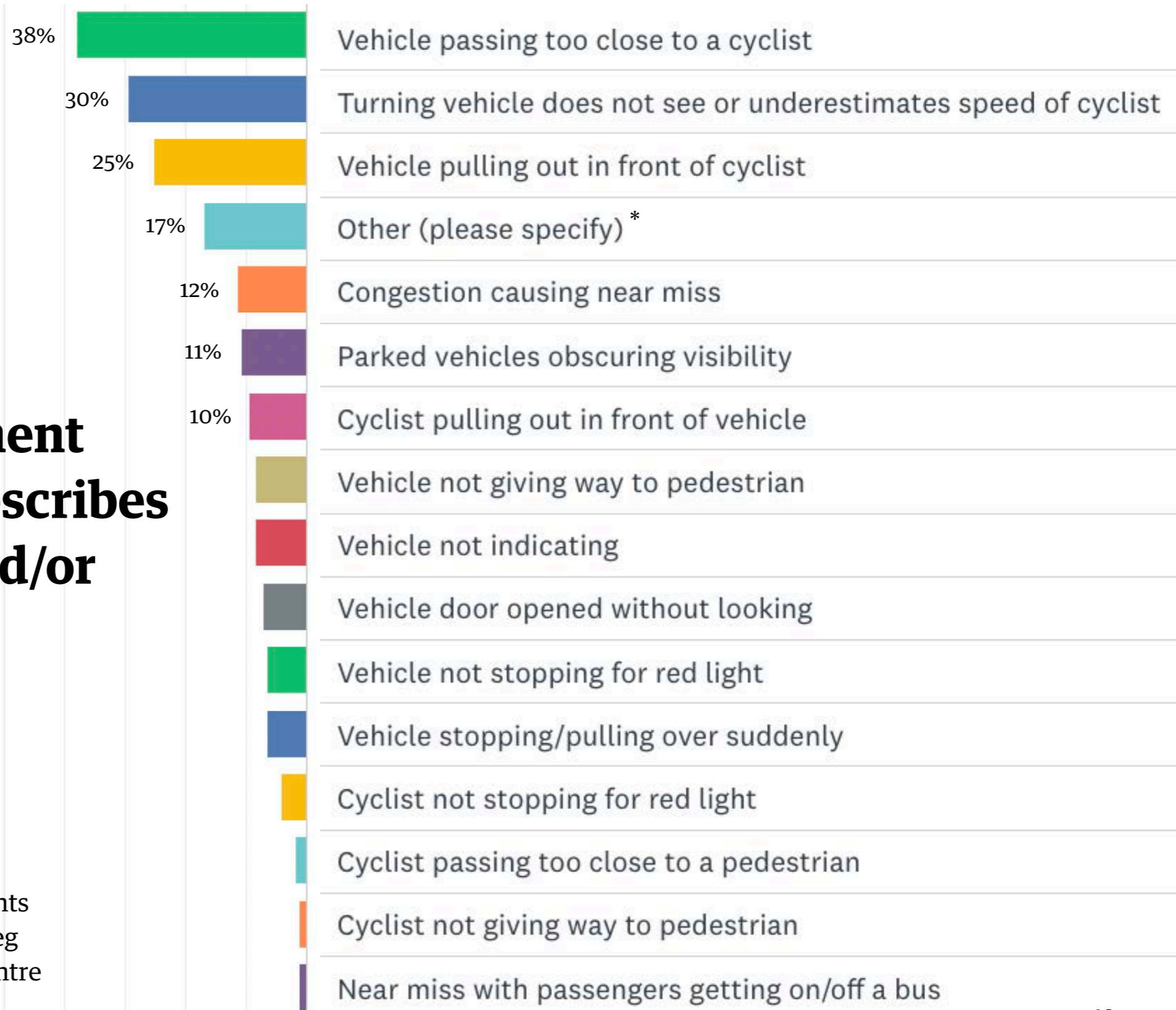


62% of respondents were on a bicycle when they experienced a crash or near miss.

Which statement below best describes your crash and/or near miss?

n= 165

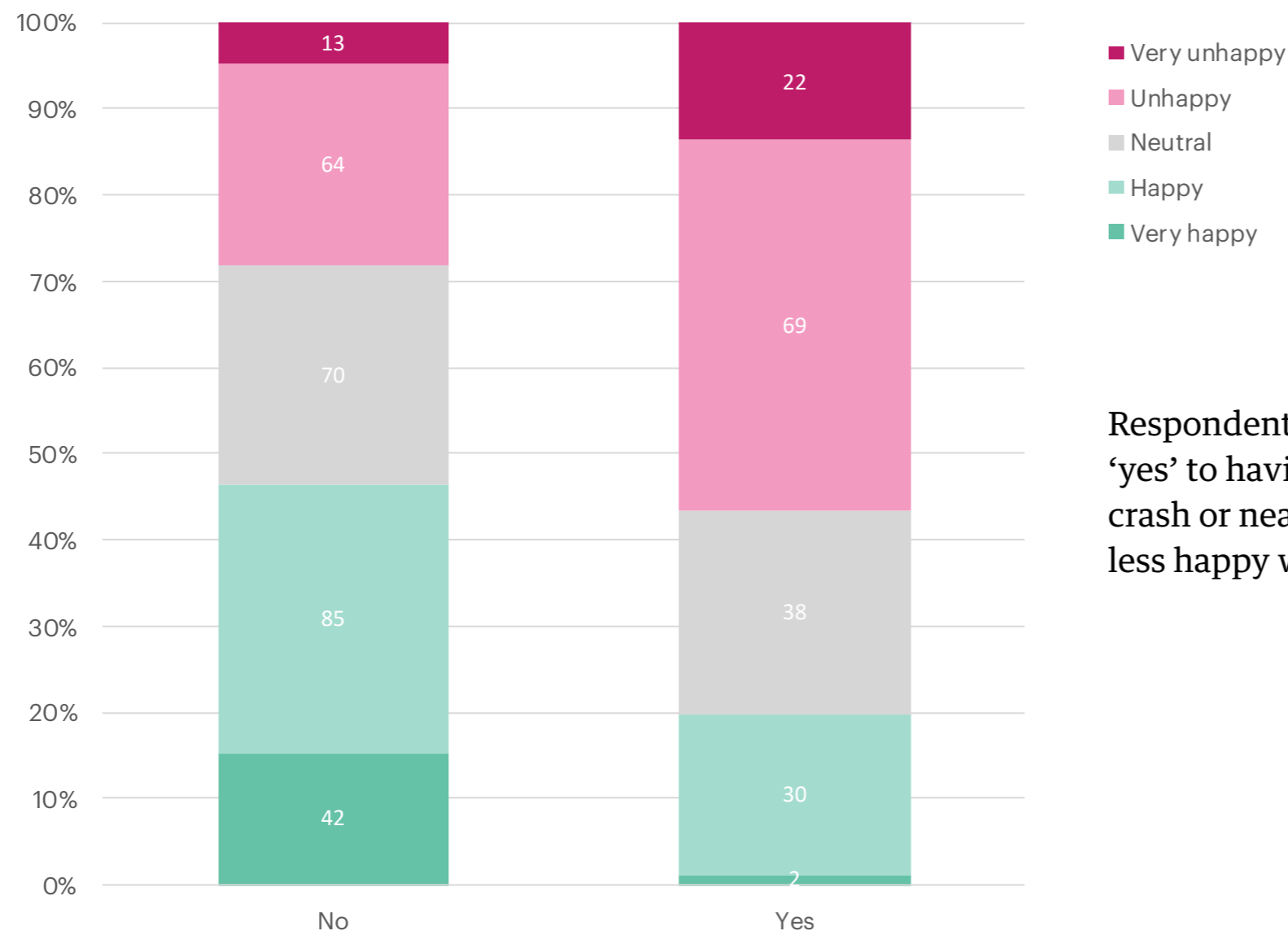
* 'Other' responses were variation on these statements or unexpected behaviour (eg sudden u-turn, crossing centre line, changing lanes etc)



Relationship between level of happiness and ‘crash/near miss’

The graph below shows the relationship between level of happiness with the route and having had a crash or near miss in the last six months.

n= 435



Respondents that answered ‘yes’ to having experienced a crash or near miss are much less happy with the route.

Where did the crashes and near misses happen?

164

crash or near miss incidents contained sufficient detail to enable analysis

Frequency Location

| | |
|----|--|
| 35 | Raroa x Chaytor x Curtis Intersection |
| 20 | Karori Tunnel |
| 19 | Karori Road (at none of the specific locations captured below) |
| 17 | Glenmore Street |
| 12 | Chaytor Street |
| 8 | Marsden Village |
| 4 | Glenmore Roundabout |
| 4 | Karori x Homewood |
| 4 | Karori x Campbell |
| 4 | Birdwood Street |
| 3 | Bowen x Glenmore Intersection |
| 3 | Karori Road by Shops |
| 3 | Karori Mall |
| 3 | Karori x Standen Street |
| 2 | Karori Road at Marsden School |
| 2 | Tinakori Road |
| 2 | Karori x Beauchamp Intersection |
| 2 | Karori x Lancaster |
| 2 | Karori x Mobil |
| 1 | Karori x Tringham |
| 1 | Between Birdwood and Botans |
| 1 | Glenmore by Garden Road |
| 1 | Karori x Donald |
| 1 | Pedestrian Crossing after Tunnel |
| 1 | Outside Karori Park |
| 1 | Karori x Richmond |
| 1 | Raroa Cres x Northland Tunnel Road |
| 1 | Firth Terrace |
| 1 | Karori x Karori South |
| 1 | Messines Road |
| 1 | Thurleigh Grove |
| 1 | Lancaster St |
| 1 | Hazlewood Ave |

Hot spots

Karori Tunnel

The feedback is extracted from “Tell us about an experience that made you unhappy:” and “If you feel comfortable, please explain what happened with the crash and/or near miss:”

Unhappy experiences

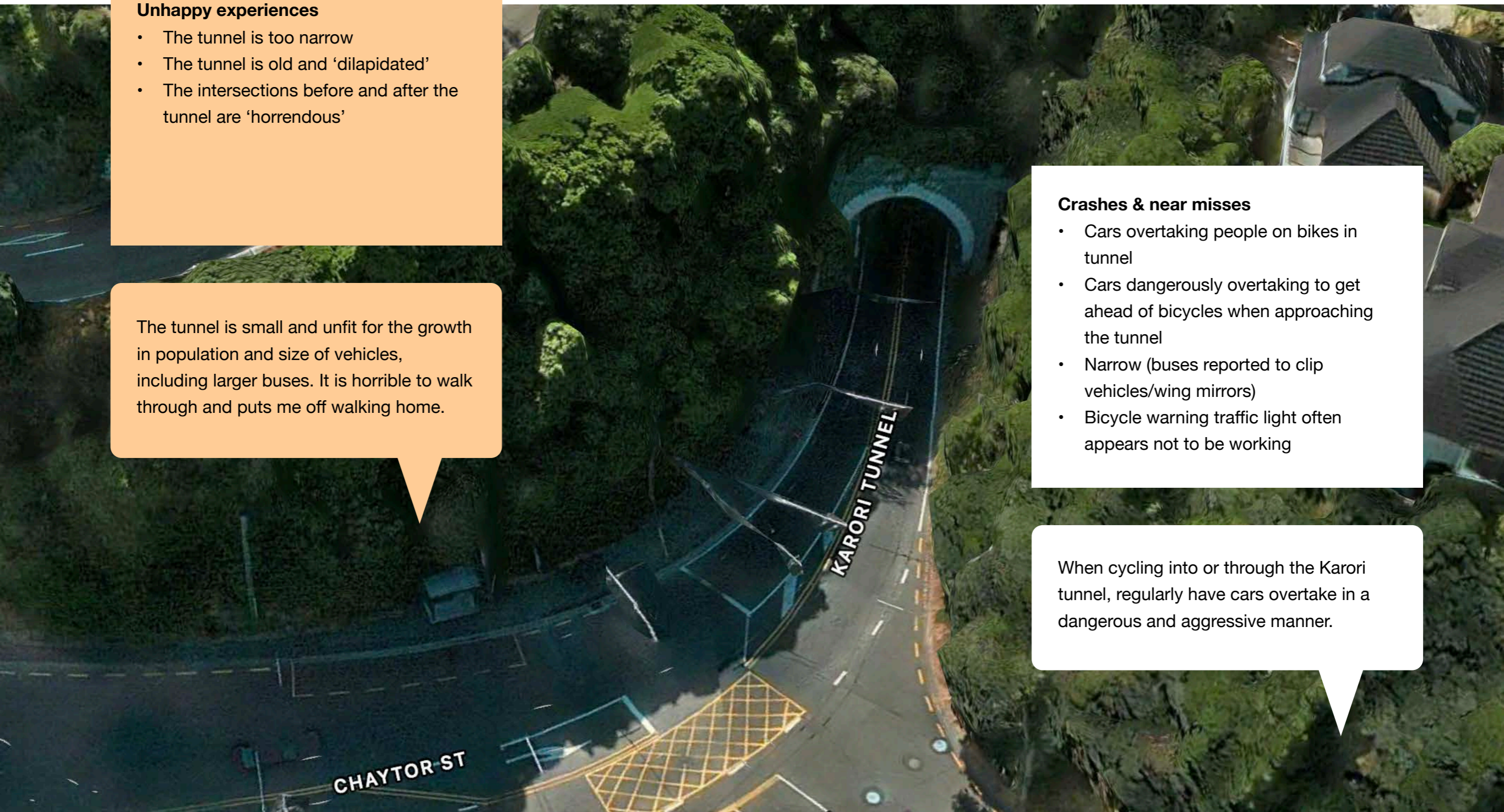
- The tunnel is too narrow
- The tunnel is old and ‘dilapidated’
- The intersections before and after the tunnel are ‘horrendous’

The tunnel is small and unfit for the growth in population and size of vehicles, including larger buses. It is horrible to walk through and puts me off walking home.

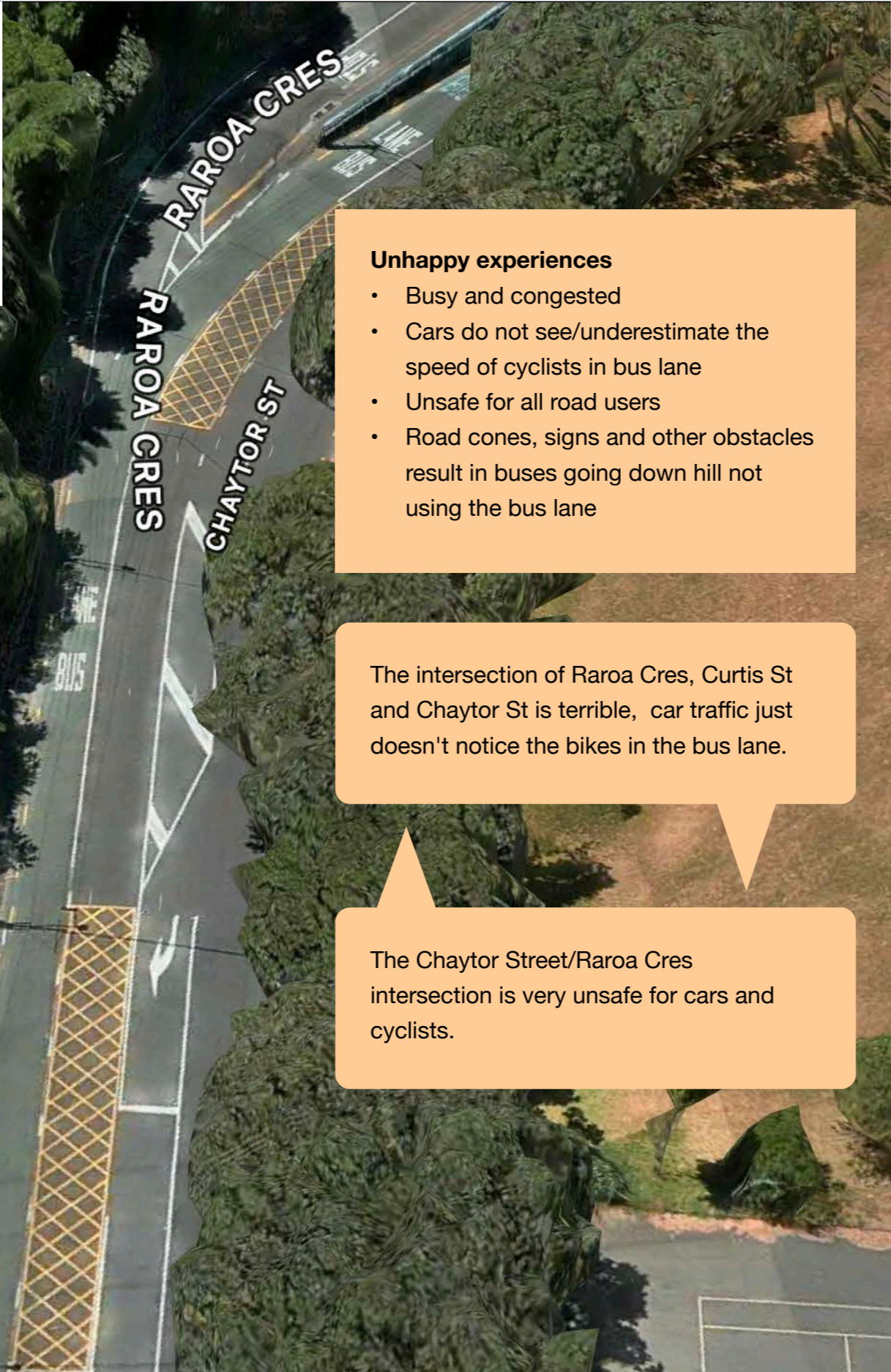
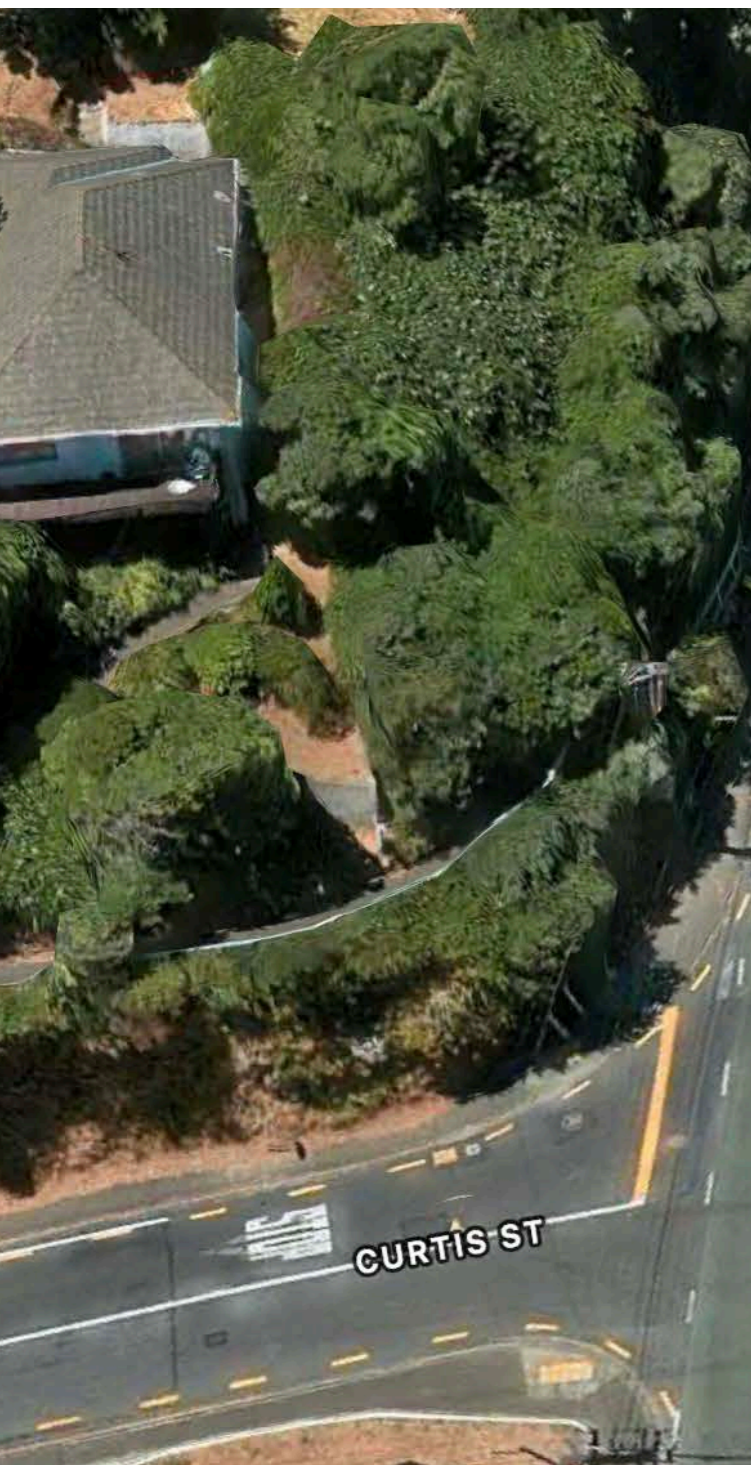
Crashes & near misses

- Cars overtaking people on bikes in tunnel
- Cars dangerously overtaking to get ahead of bicycles when approaching the tunnel
- Narrow (buses reported to clip vehicles/wing mirrors)
- Bicycle warning traffic light often appears not to be working

When cycling into or through the Karori tunnel, regularly have cars overtake in a dangerous and aggressive manner.



Curtis St/ Chaytor St/ Raroa Cres



The feedback is extracted from “Tell us about an experience that made you unhappy:” and “If you feel comfortable, please explain what happened with the crash and/or near miss:”

- Unhappy experiences**
- Busy and congested
 - Cars do not see/underestimate the speed of cyclists in bus lane
 - Unsafe for all road users
 - Road cones, signs and other obstacles result in buses going down hill not using the bus lane

- Crashes & near misses**
- Cars exiting Raroa Cres do not see bicycles coming down the hill in bus lane
 - Cars turning right from Chaytor St into Curtis do not see bicycles coming down the hill in bus lane
 - Cars exiting Curtis St do not see bicycles coming down the hill (or underestimate the speed)
 - Cars exiting Raroa Cres pull out in front of other cars and motorcycles

The intersection of Raroa Cres, Curtis St and Chaytor St is terrible, car traffic just doesn't notice the bikes in the bus lane.

Corner of Curtis, Chaytor and Raroa, a constant lottery regarding whether drivers see me (even in hi vis and lit up like a Christmas tree!)

The Chaytor Street/Raroa Cres intersection is very unsafe for cars and cyclists.

Motorist almost drove their car into me whilst I was riding my bike in the bus lane. The motorist incorrectly assumed I was traveling up Raroa Cres when I had not indicated as I was actually continuing along Chaytor St.

Glenmore St Roundabout

The feedback is extracted from “Tell us about an experience that made you unhappy:” and “If you feel comfortable, please explain what happened with the crash and/or near miss:”

Unhappy experiences

- Roundabout is often busy, backed-up and congested
- Confusion about who gives way to who when queues of cars at each entrance
- Traffic backs up down Glenmore St because too much traffic comes from the Kelburn Viaduct (with right of way)

It's always backed up and the roundabout at the viaduct means it's always backed right up Tinakori Rd because people are stuck giving way to Kelburn.

Crashes & near misses

- Difficult coming up the hill on Glenmore St to get into correct lane to enter the roundabout on a bike
- Reported collision between car and bicycle at roundabout
- Frequent near misses between all modes

Trying to negotiate the round about at Glenmore/Kelburn viaduct by bike is so hit and miss I am thankful that I have an ebike to accelerate out of many near misses



Glenmore St

Unhappy experiences

- People on bicycles squeezed by parked cars
- Riding a bicycle uphill is stressful as you hold up traffic that often passes dangerously
- People riding uphill in the bus lane hold the bus up with no way to pass

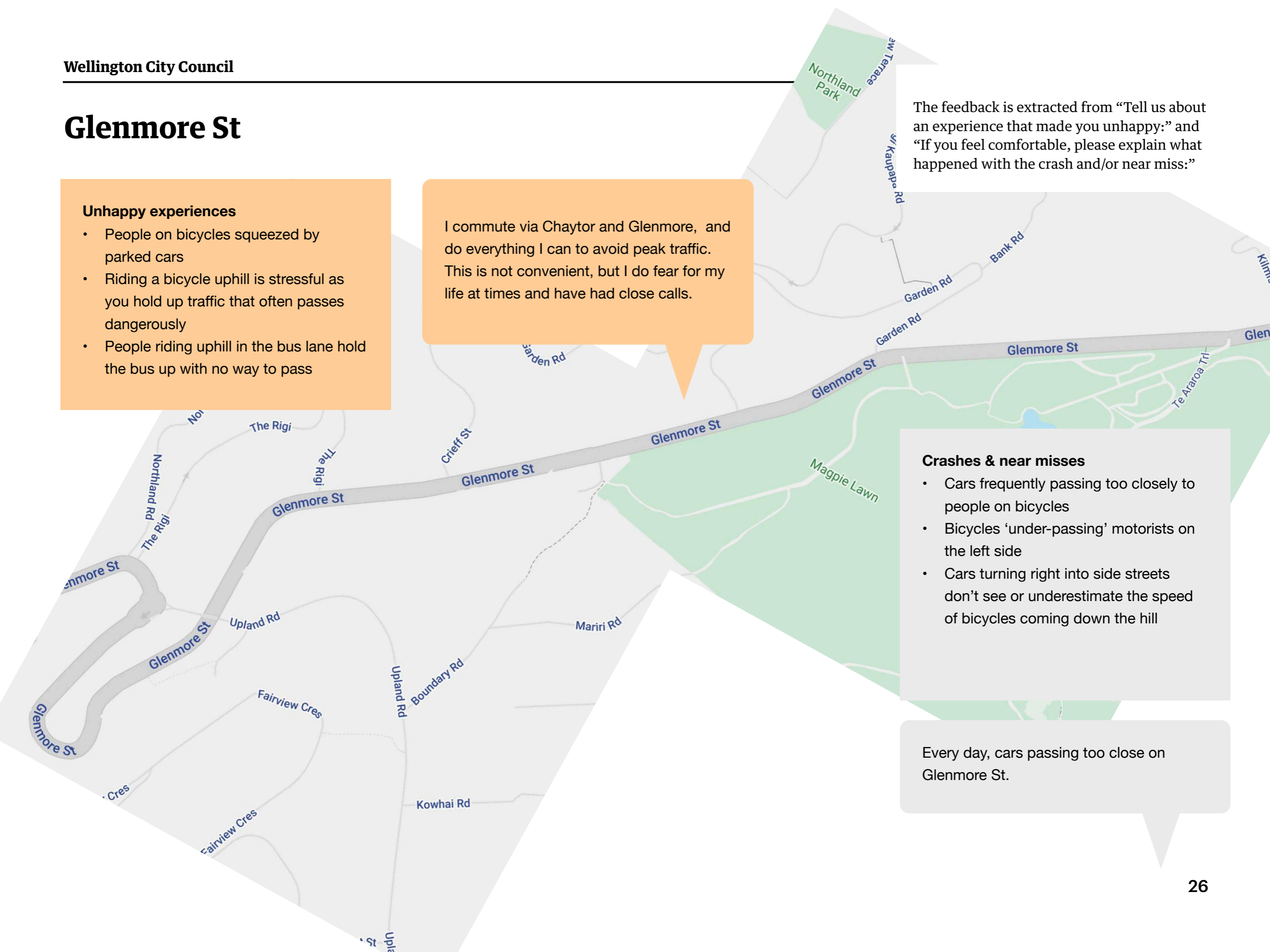
I commute via Chaytor and Glenmore, and do everything I can to avoid peak traffic. This is not convenient, but I do fear for my life at times and have had close calls.

The feedback is extracted from “Tell us about an experience that made you unhappy:” and “If you feel comfortable, please explain what happened with the crash and/or near miss:”

Crashes & near misses

- Cars frequently passing too closely to people on bicycles
- Bicycles ‘under-passing’ motorists on the left side
- Cars turning right into side streets don’t see or underestimate the speed of bicycles coming down the hill

Every day, cars passing too close on Glenmore St.

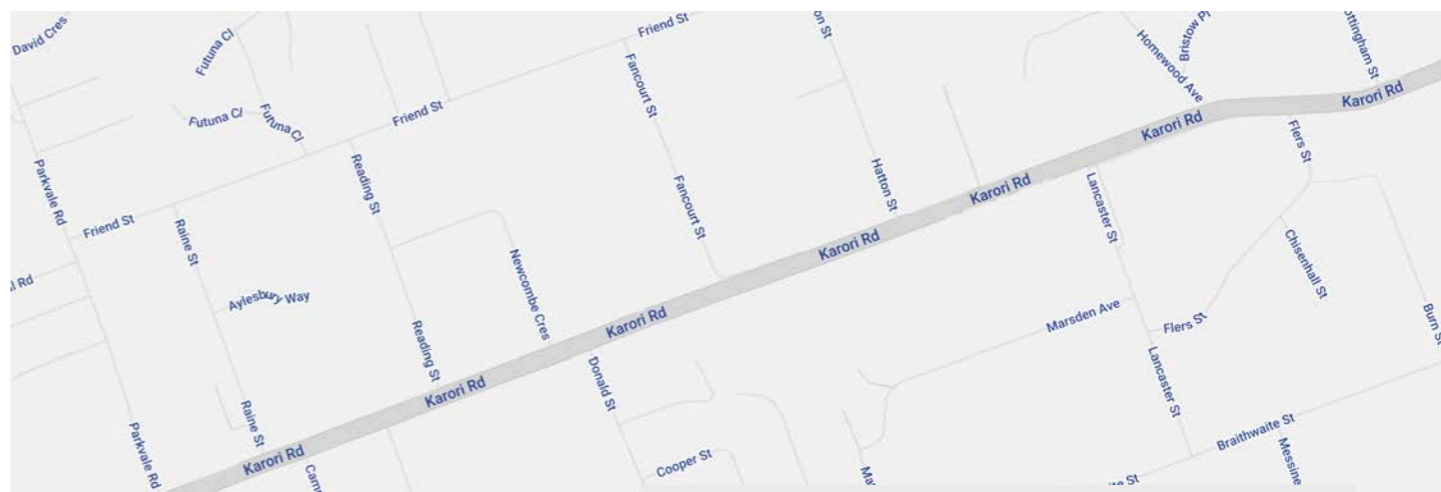


Karori Rd (General)

The feedback is extracted from “Tell us about an experience that made you unhappy:” and “If you feel comfortable, please explain what happened with the crash and/or near miss:”

Unhappy experiences

- Too much congestion
- Too narrow
- Difficult to exit driveways in to traffic
- Too much car parking
- Dangerous for kids to cross
- Footpath is too narrow in parts for the large number of people
- Cars going too fast
- “Sun strike” at both ends of the road, morning and evening



Crashes & near misses

- Near misses with pedestrians crossing road (not on controlled/zebra crossings)
- Cars ‘impatiently’ pulling out of side streets
- Cars passing too close to people on bicycles

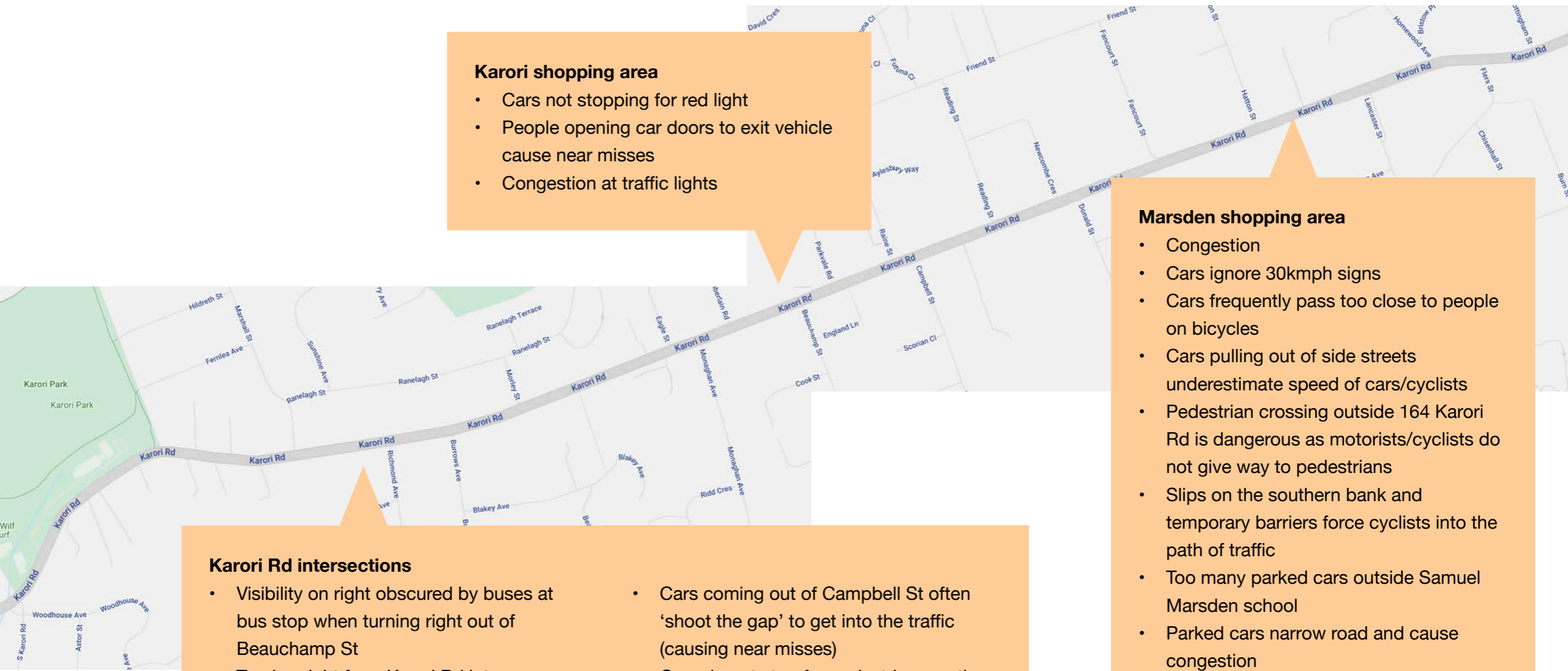
It’s not safe enough for cyclists. Also think there are bits that are dangerous for kids crossing the road to school etc where the pavement is too narrow for the number of people.

E-bikes on narrow roads are a menace, their speed makes it far harder to pass and has increased the number of riders.

Multiple near misses, mostly pedestrians crossing the road away from controlled and zebra crossing, common since the 30km zones were introduced.

Karori Rd (Specific locations)

The feedback is extracted from “Tell us about an experience that made you unhappy:” and “If you feel comfortable, please explain what happened with the crash and/or near miss:”



Karori shopping area

- Cars not stopping for red light
- People opening car doors to exit vehicle cause near misses
- Congestion at traffic lights

Karori Rd intersections

- Visibility on right obscured by buses at bus stop when turning right out of Beauchamp St
- Turning right from Karori Rd into Homewood Ave is difficult as oncoming vehicles often cross the centre line (owing to road design)
- Cars coming out of Campbell St often ‘shoot the gap’ to get into the traffic (causing near misses)
- Cars do not stop for pedestrians on the controlled crossing at the Karori Rd/ Donald St intersection
- Parked cars block visibility when exiting from Richmond Ave, Standen St, Tringham Street on to Karori Rd

Marsden shopping area

- Congestion
- Cars ignore 30kmph signs
- Cars frequently pass too close to people on bicycles
- Cars pulling out of side streets underestimate speed of cars/cyclists
- Pedestrian crossing outside 164 Karori Rd is dangerous as motorists/cyclists do not give way to pedestrians
- Slips on the southern bank and temporary barriers force cyclists into the path of traffic
- Too many parked cars outside Samuel Marsden school
- Parked cars narrow road and cause congestion
- People opening car doors to exit vehicle cause near misses
- Difficult for buses to merge back into traffic

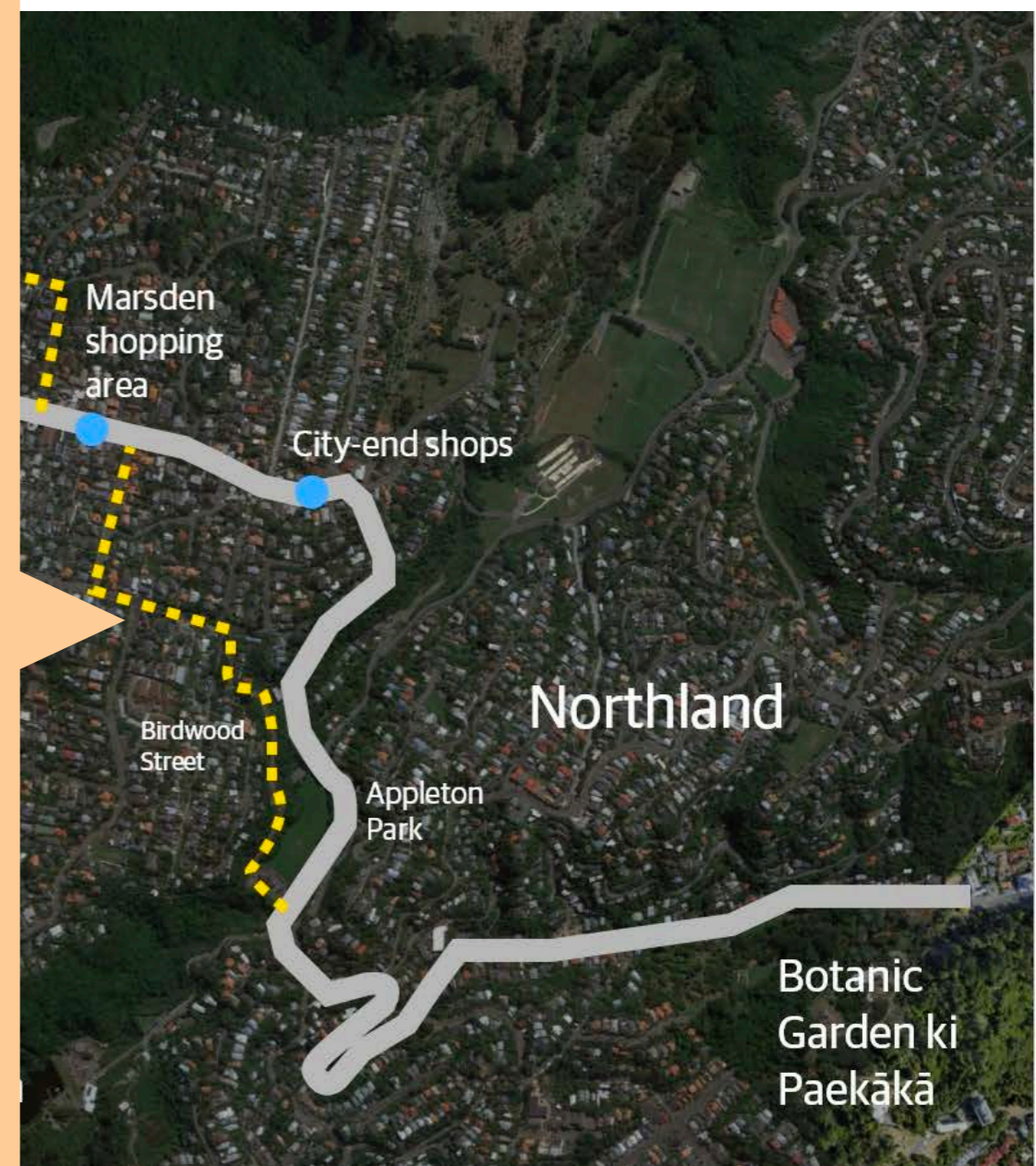
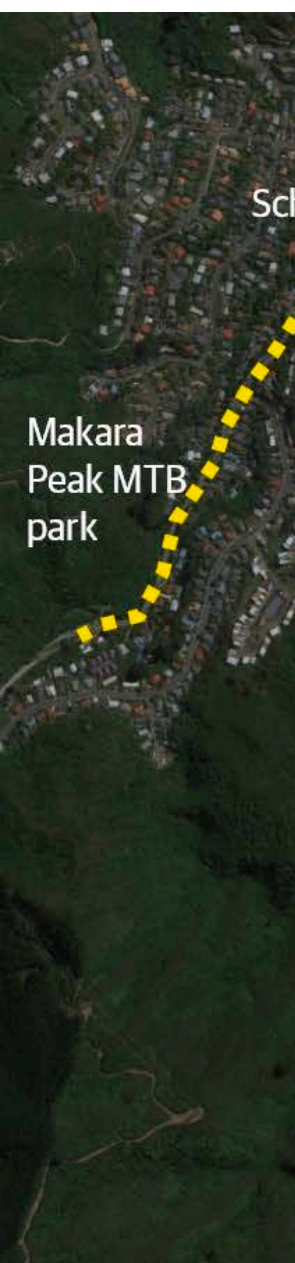
Additional routes

Feedback on additional routes (Birdwood Street)

The feedback is extracted from “Is there is anything that could improve your experience, or that you would like to tell us about on these additional routes?”

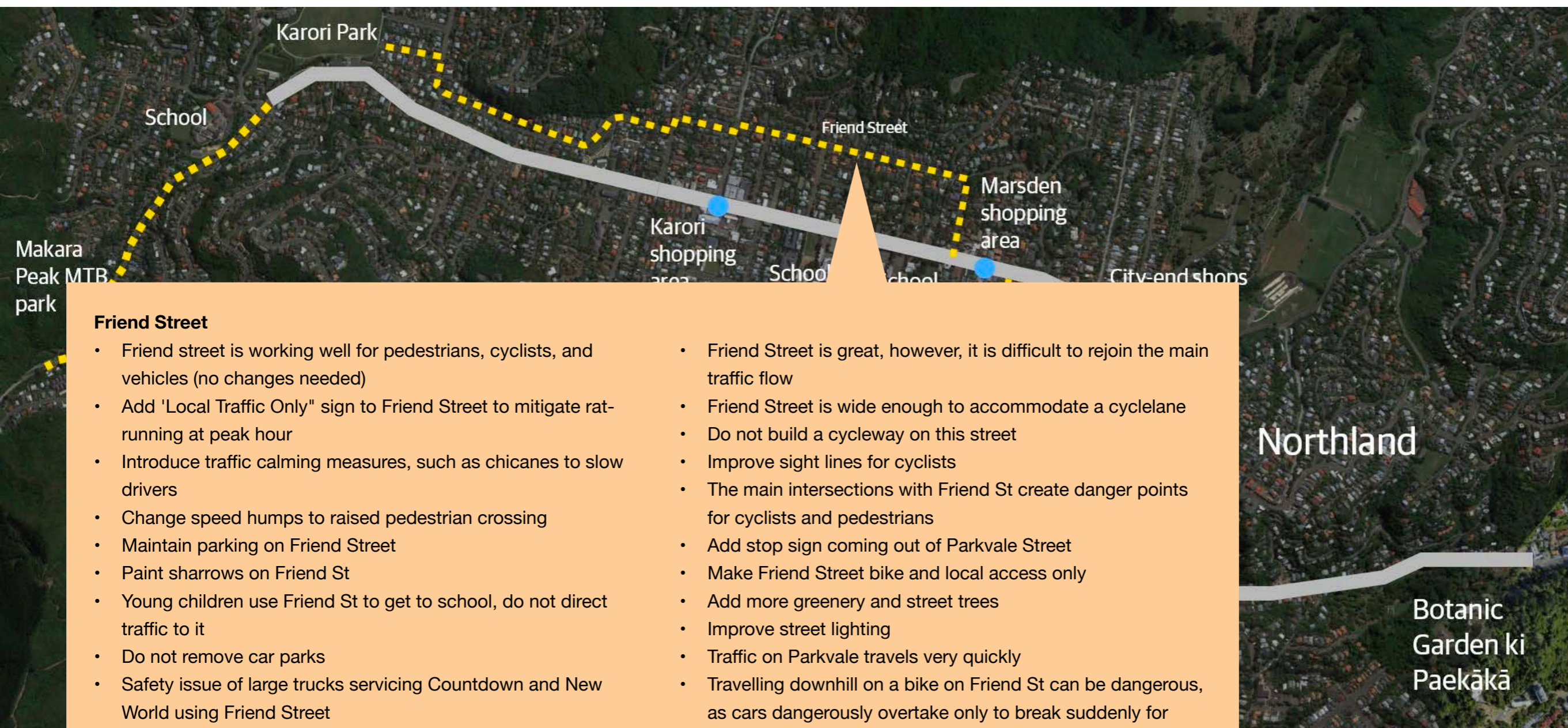
Birdwood Street

- Cliff-faces need urgent repair and the full carriageway width of the road must be reinstated
- Footpath isn't wide enough for bikes to safely pass pedestrians
- Streets too narrow for a bus/bike lane
- Lower speed on Birdwood, 50 km/h is too high
- Widen pedestrian path to make space for both cyclists and pedestrians
- Road is narrow, winding and dangerous
- Build dedicated cycleway
- Do not build dedicated cycleway as this will increase congestion
- Current situation is very dangerous for all transport modes
- Make Birdwood one way uphill for cars and both ways for a cycleway
- Don't make it harder for private vehicles to use this road
- Push bikes and buses to backroads. Use main roads as arterial routes for cars
- Ban bikes from Birdwood
- Common for drivers to speed and ignore give way rules
- Too many parked cars, creating congestion and slowing traffic
- Better education and enforcement so that there are clear rules for cyclists and vehicles wanting to over-take them
- Build pedestrian crossing between Birdwood and up towards Messines as this is a busy route for walkers and a hard road to cross.
- Unnecessary to make any biking improvements on Birdwood if Chaytor is sufficient
- Not a safe street for children to use
- Improve signage to educate cyclists about using the footpath and increase path width
- Traffic lights at the bottom of Northland Tunnel Road aren't triggered by bikes, so it is difficult getting to Birdwood
- Heavily congested in the morning
- Cut back vegetation to give cyclists more room.
- Extend no-parking lines beyond the first pylon from the bottom
- Can be difficult getting on and off footpath on a bike



Feedback on additional routes (Friend Street)

The feedback is extracted from “Is there is anything that could improve your experience, or that you would like to tell us about on these additional routes?”



Friend Street

- Friend street is working well for pedestrians, cyclists, and vehicles (no changes needed)
- Add 'Local Traffic Only' sign to Friend Street to mitigate rat-running at peak hour
- Introduce traffic calming measures, such as chicanes to slow drivers
- Change speed humps to raised pedestrian crossing
- Maintain parking on Friend Street
- Paint sharrows on Friend St
- Young children use Friend St to get to school, do not direct traffic to it
- Do not remove car parks
- Safety issue of large trucks servicing Countdown and New World using Friend Street
- Speed bumps on Friend Street are disruptive for cyclists
- Direct buses and bikes to Friend/Birdwood St
- Remove car parks at the bottom of Fancourt/Friend as it forces cars to cross the double yellow lines
- Friend Street is great, however, it is difficult to rejoin the main traffic flow
- Friend Street is wide enough to accommodate a cyclelane
- Do not build a cycleway on this street
- Improve sight lines for cyclists
- The main intersections with Friend St create danger points for cyclists and pedestrians
- Add stop sign coming out of Parkvale Street
- Make Friend Street bike and local access only
- Add more greenery and street trees
- Improve street lighting
- Traffic on Parkvale travels very quickly
- Travelling downhill on a bike on Friend St can be dangerous, as cars dangerously overtake only to break suddenly for speed bumps
- Make Karori Road one way and route around via Friend Street.

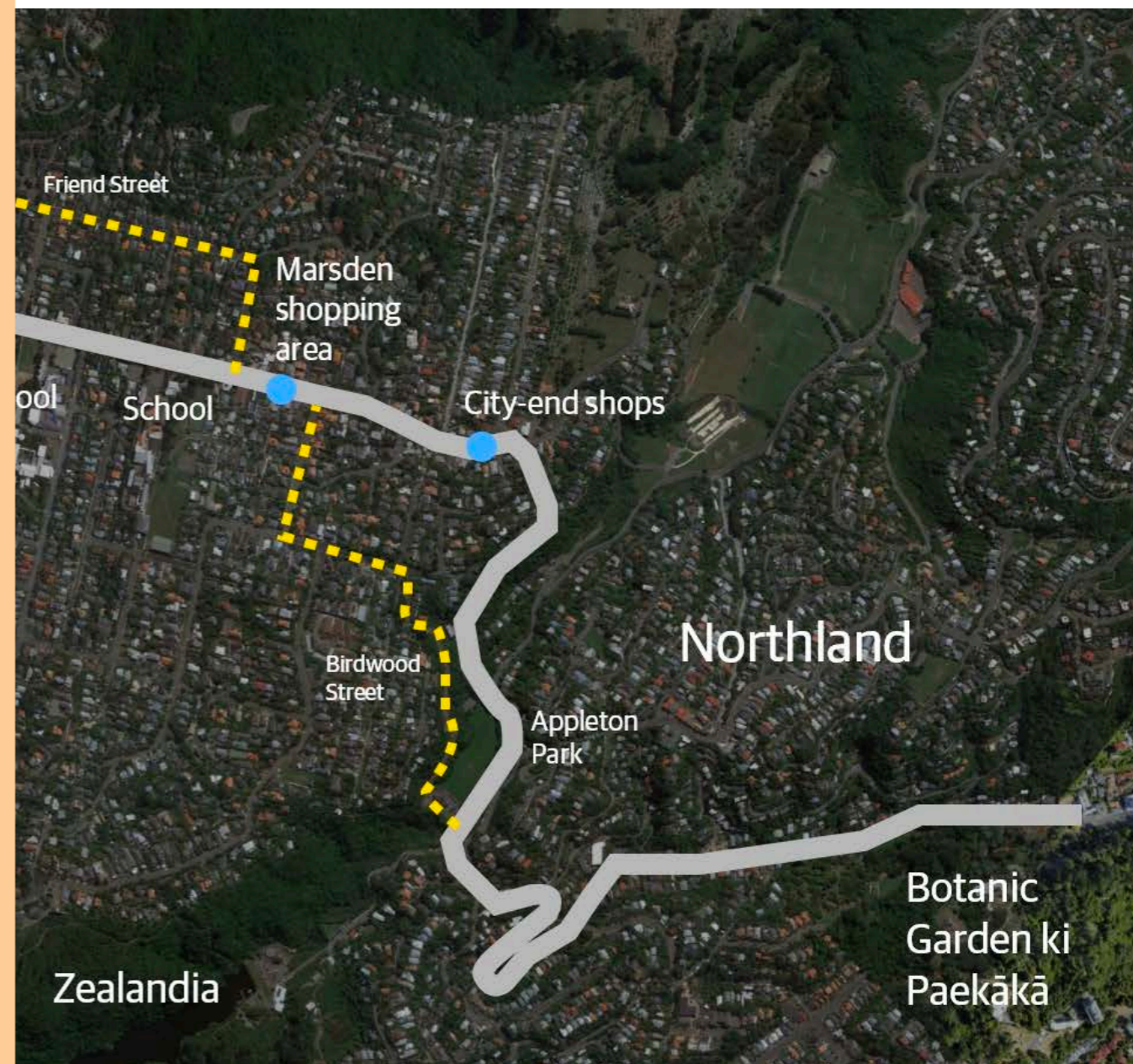
Feedback on additional routes (South Karori Road)

The feedback is extracted from “Is there is anything that could improve your experience, or that you would like to tell us about on these additional routes?”



South Karori Road

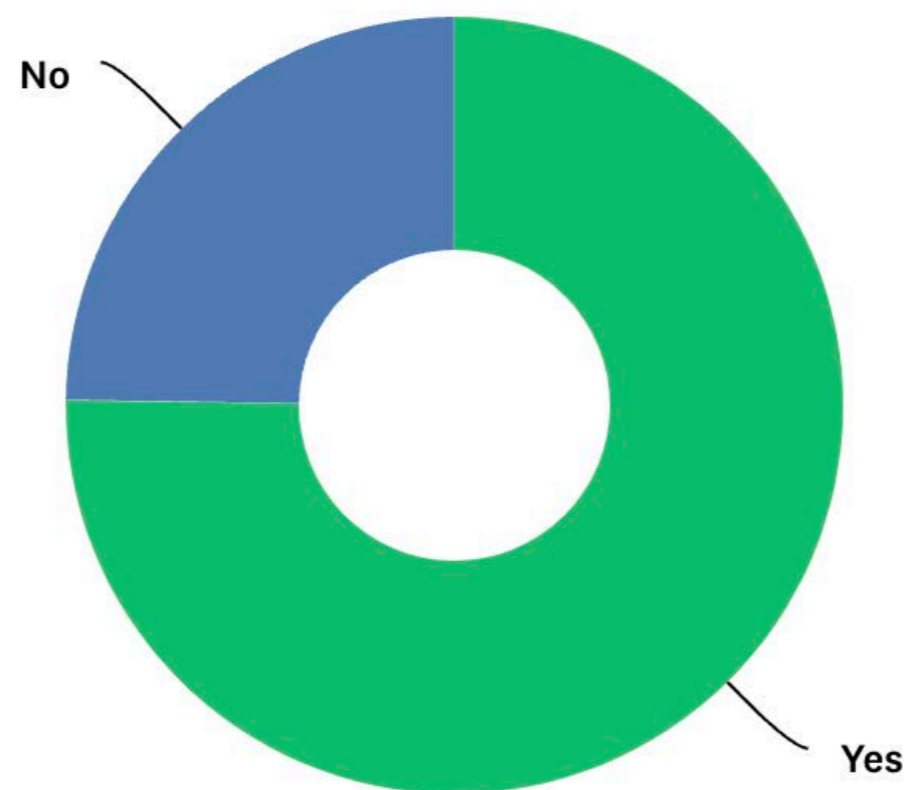
- Lack of pedestrian infrastructure, including many blind corners, narrow sidewalks and uneven pavement
- Increase safety measures for cyclists
- Poor visibility caused by parked cars on narrow parts of road (particularly between Woodhouse and Hazelwood)
- Add sharrows to South Karori Road
- It is too narrow for a bike lane, and a bike lane could create congestion around the school
- Streets too narrow for a bus/bike lane
- No changes necessary
- Road should be widened or have parking limited
- South Karori Road is quite safe for cyclists
- Improve crossing at South Karori and Karori
- Important road for bikes accessing Makara Peak and vehicles travel too fast. Adding traffic calming measures would make it safer
- South Karori Road/Hazelwood Ave intersection is a hazard for cyclists travelling south
- Speed bumps work well on south Karori Road
- There is poor visibility for cyclists heading south and moving into centre of road is necessary to improve visibility and this can result in conflict with motorists.
- Make a continuous cycleway from Glenmore to South Karori



Bus users

Do you ever use the bus for any trips to/from or within Karori?

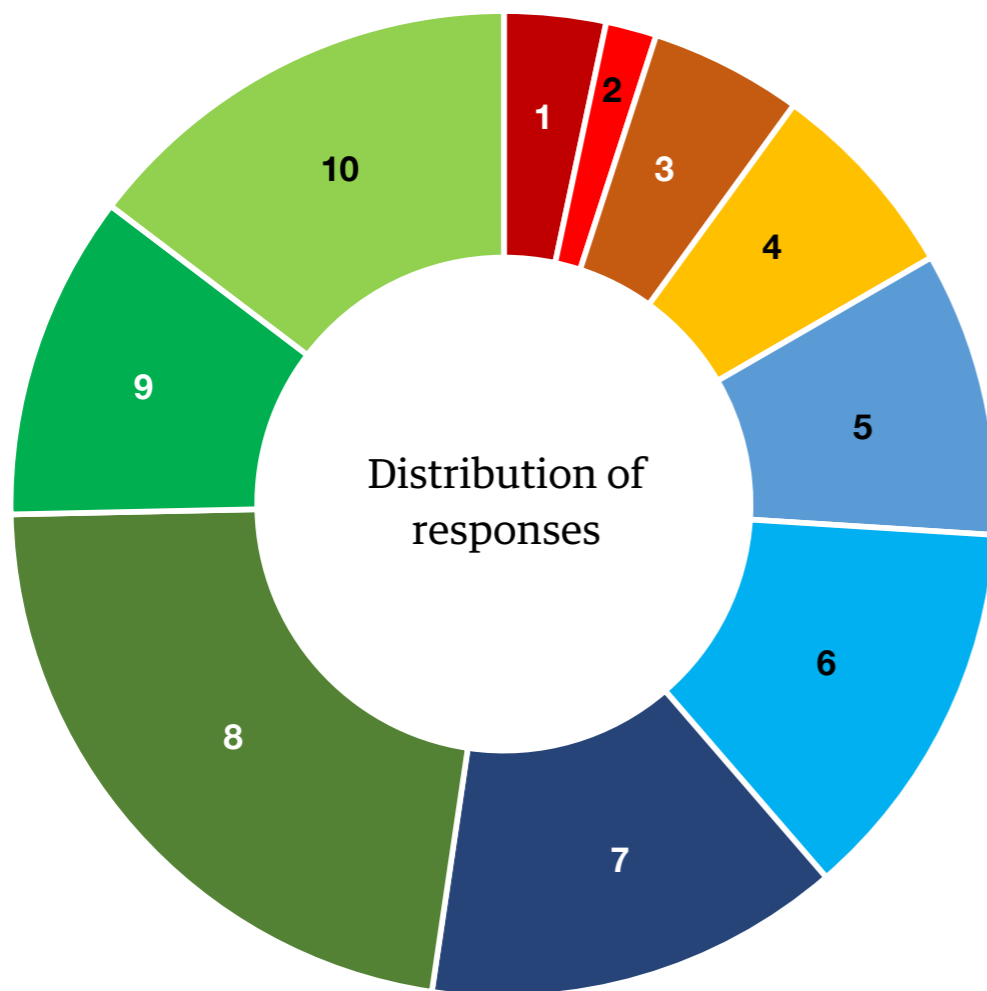
n= 436



75% of respondents sometimes use the bus.

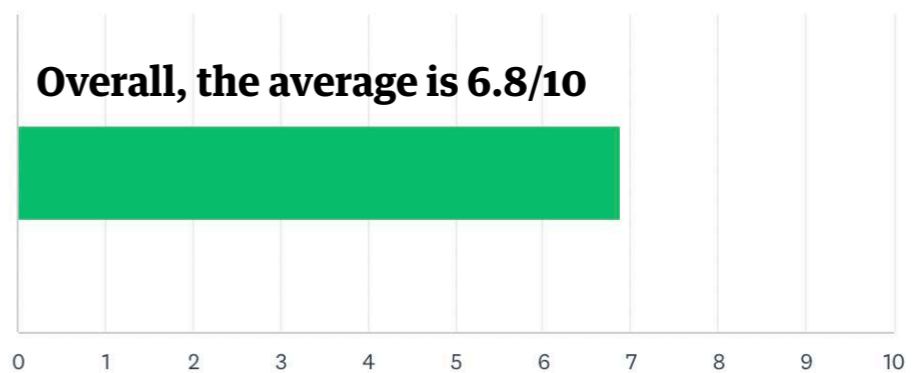
Overall, how satisfied are you with the quality of the bus stops on this route?

n= 300



Respondents used a 1 to 10 sliding scale to indicate satisfaction.

- Very dissatisfied
- 2
- 3
- 4
- 5
- 6
- 7
- 8
- 9
- Very satisfied



Bus stop themes

The themes are extracted from “Tell us about an experience that made you unhappy:” and “Please tell us about your experience using the bus stops, and/or how they could be improved?:”

The lighting is very poor in 4332 and there's no protection in a northerly gale; and not much protection from southerly at 4331.

Stop 5323 badly needs a shelter, it is extremely exposed in bad weather. Stop 4327 needs to have its electronic schedule visible from the stop.

The 4332 bus shelter is stupidly small, as there are so many adults and students that leave from this stop in the morning. On a rare winters day when there is no wind the shelter offers cover but the majority of winter when there is wind everyone is soaked waiting for the bus

Bus stops themselves are fine- there just aren't enough buses that stop at them

They could be improved by having buses that actually turn up or stop and collect passengers. The bus stops are fine as they are. You would not want to be blocking the traffic on Karori Rd, especially during peak times, by putting in the platforms. This would hold up traffic flows significantly.

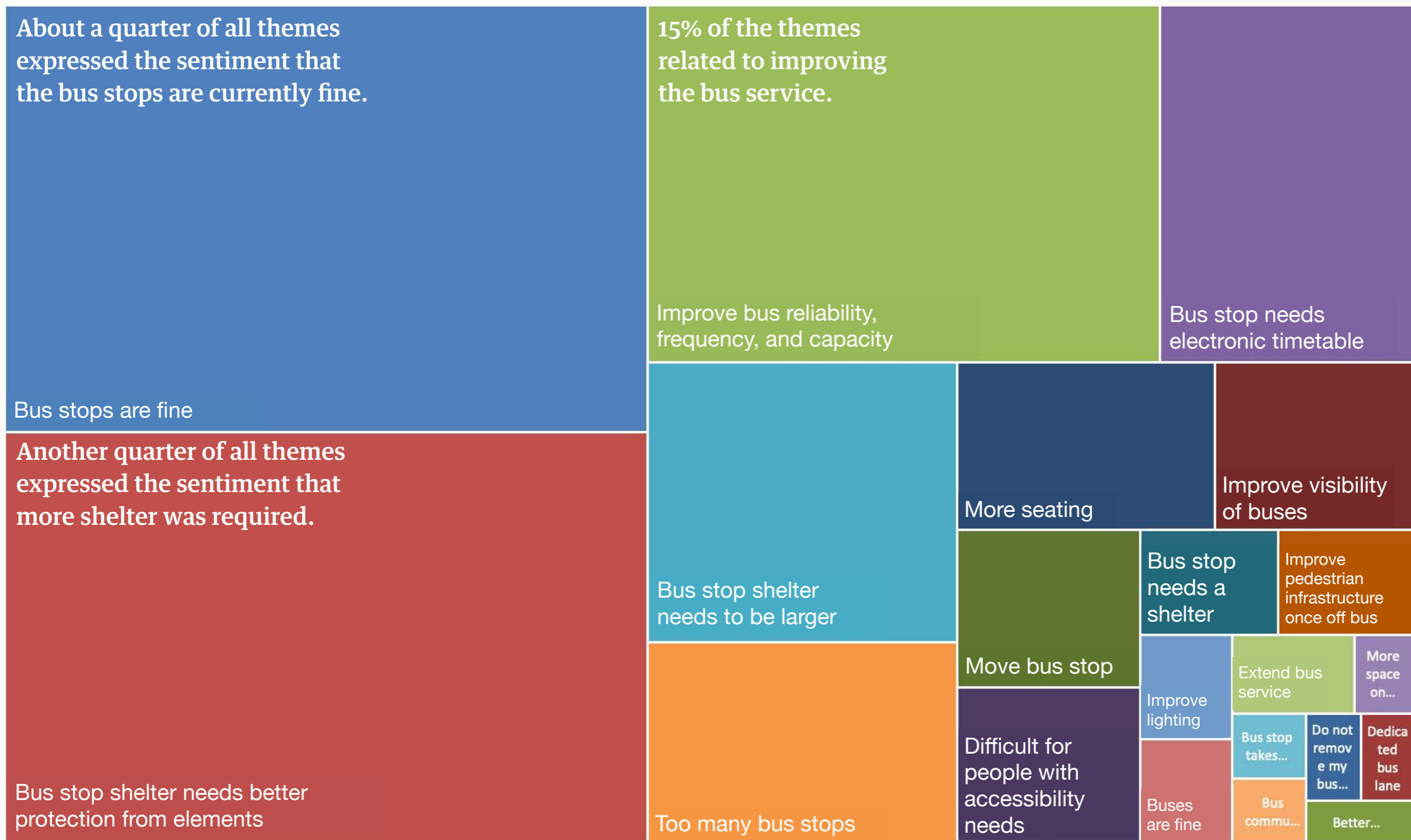
More seating and more shelter at stops going towards town. Large groups waiting at rush hour

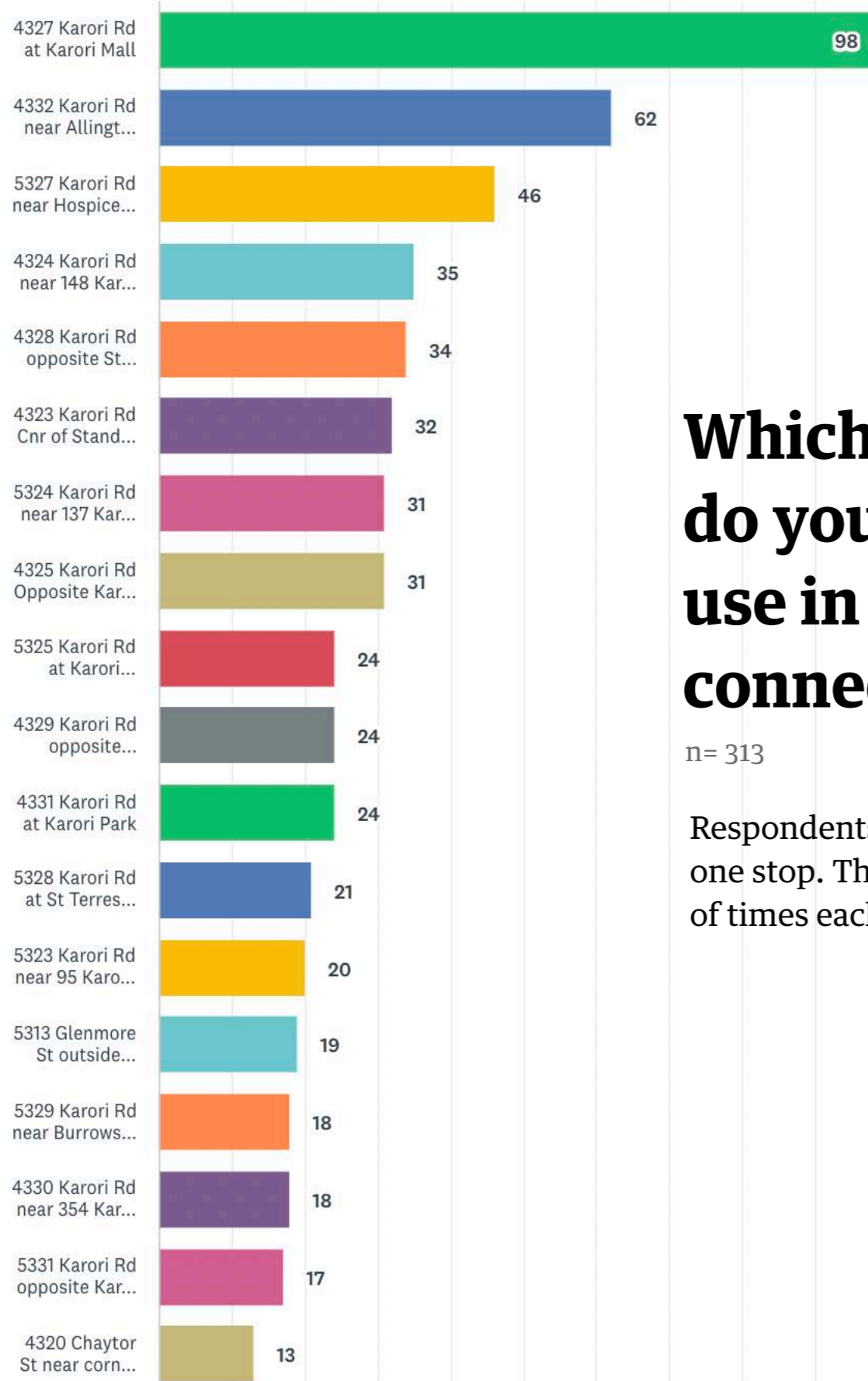
Themes

- Bus stops are fine (focus on other things)
- Bus stop shelter needs better protection from elements
- **Improve bus reliability, frequency, and capacity**
- Bus stop needs electronic timetable
- Bus stop shelter needs to be larger
- Too many bus stops
- More seating required
- Improve visibility of buses
- Move bus stop
- Difficult for people with accessibility needs
- Bus stop needs a shelter
- Improve pedestrian infrastructure once off bus
- Improve lighting
- Buses are fine
- Extend bus service
- More space on bike rack
- Bus stop takes up space for pedestrians
- Bus commuters driving to bus stops
- Do not remove my bus stops
- Create a dedicated bus lane
- Better maintenance of stops

Bus stop themes

The themes below are based on analysing the free text comments from respondents who answered “Please tell us about your experience using the bus stops, and/or how they could be improved?” The larger the box, the more frequently the theme appeared.

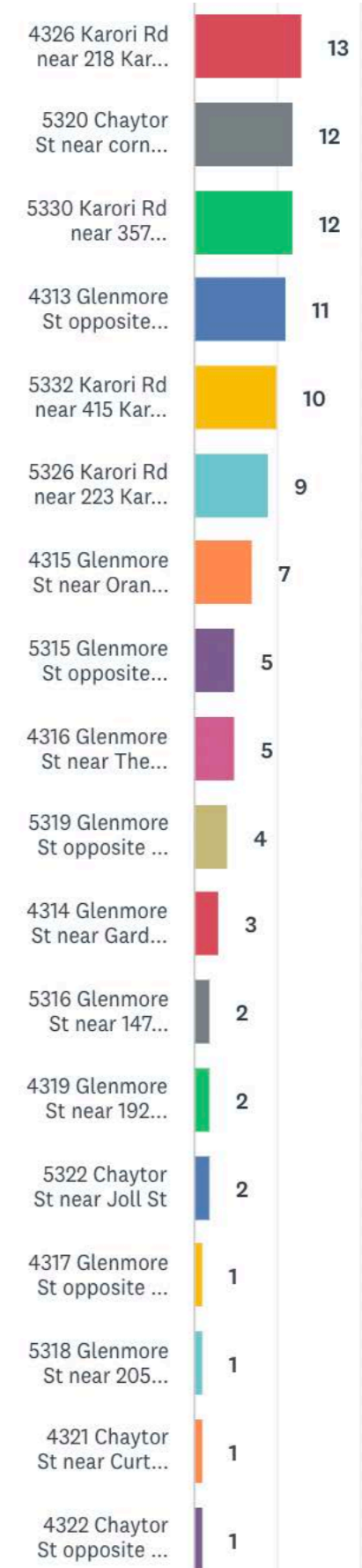




Which bus stop/s do you normally use in the Karori connections area?

n= 313

Respondents could select more than one stop. The data shows the count of times each bus stop was selected.



Bus stops suggestions

The main issues frequently mentioned about particular bus stops are identified below.

The live feed board is blocked by the roof line at stop 4327 (you need to stand directly under the sign and look up in order to see it).



4327 Karori Rd at Karori Mall

- Electric sign blocked by canopy
- Bus stop shelter needs better protection from elements
- More seating needed

The lighting is very poor in 4332 and there's no protection in a northerly gale.



4332 Karori Rd near Allington Rd

- Bus stop shelter needs better protection from elements
- Bus stop shelter needs to be larger
- Improve lighting
- Angle of curb makes it hard for bus to get close to curb, which makes the bus harder for wheelchair users and people with prams etc

Bus stop 4324 in Marsden Village (148 Karori Road) has a terrible roof design that means water dumps onto people waiting underneath when the wind blows.



4324 Karori Rd near 148 Karori Rd

- Bus stop shelter needs better protection from elements
- Bus stop needs electronic timetable
- Difficult for people with accessibility needs

Bus stops suggestions

The main issues frequently mentioned about particular bus stops are identified below.

4328 Bus shelter lets the rain in at the sides as the side panels are metal with holes.



4328 Karori Rd opposite St Teresa's

- Bus stop shelter needs better protection from elements
- Bus stop needs electronic timetable
- Bus stop shelter needs to be larger

More seating and more shelter.



5324 Karori Rd near 137 Karori Rd

- Bus stop needs protection from elements
- Seating required
- Difficult for people with accessibility needs

4329 could do with electronic signage for bus updates.



4329 Karori Rd opposite Richmond Ave

- Bus stop needs electronic timetable
- Better maintenance required

Bus stops suggestions



Stop 5323 badly needs a shelter, it is extremely exposed in bad weather

5323 Karori Rd near 95 Karori Rd

- Bus stop shelter needs better protection from elements
- Bus stop shelter needs to be larger



Bus stop 4331 at Karori Park could do with sign up of bus expected arrival times, cancellations etc.

4331 Karori Rd at Karori Park

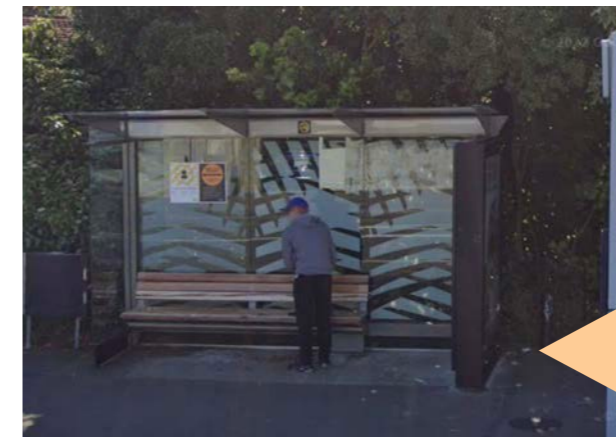
- Bus stop shelter needs better protection from elements
- Bus stop needs electronic timetable
- Too many bus stops (not needed)



The on street parking for 4326 Karori road near 218 Karori road blocks visibility for the driver. People waiting for the bus have to stand about 10 meters away from the shelter in order to see and signal the driver. This results in a lot of time out in the rain on wet days

4326 Karori Rd near 218 Karori Rd

- Improve visibility of buses



It would be good to have a bus shelter outside 95 Karori Road. Quite a few people use it including a number of elderly people.

4323 Karori Rd Cnr of Standen and Karori Rd

- Bus stop shelter needs better protection from elements

Other suggestions

Additional design feedback

Specific feedback not captured in the 'hot spots', bus or 'additional routes' sections above.

The bus lane down Chaytor Street is not wide enough to enable busses to actually pass traffic during rush hour. This means the bus lane is ineffective most of the times when it is actually needed.

Fix the slip narrowing the lane on Chaytor St. Widen the lane on the opposite corner so buses don't swing into the main traffic lane when they turn and squeeze cars against the built-up median.

At times there will be five or so buses parked near Karori Park at the last bus stop before they start their route. This causes significant safety issues, especially as the only way to get around some of the buses is to enter into the flush median.

There is a bad kerb crossing at Campbell St and Karori Rd corner that makes it unsafe for powered and manual wheelchair users and those with walkers to cross. We were told late last year it would be fixed by Feb but then told it would not be fixed due to 'wider improvements planned'. So this kerb remains unsafe. We consider it should be fixed now.

Give the bloody buses space to pull in at least two at a time - they sit in the lane stationary blocking it right on intersections - daft.

As a driver, it would be good if the speed humps were all the same, rather than some being shorter/steeper than others.

Lighting needs to be improved on Hatton Street. There is very poor visibility at night with lighting only on one side of the street.

The buses you already have in place, cause major congestion during peak hours, why have two buses running at the same time blocking the road.

Karori is dangerous for cyclists when parents are picking up children from school, you are exhausted by watching all the cars to see who will open their door and pull out on you.

Additional design feedback

Specific feedback not captured in the 'hot spots', bus or 'additional routes' sections above.

Hatton Street gets filled with commuter parking. Please consider turning the street into Residents parking if you are altering the layout.

At times there will be five or so buses parked near Karori Park at the last bus stop before they start their route. This causes significant safety issues, especially as the only way to get around some of the buses is to enter into the flush median.

The built out extensions on side roads with Karori road (eg Lancaster St) makes it difficult to enter Karori Rd and long vehicles need to cross centre line.

Lots of mountain bikers who ride to Mākara Peak don't seem to know about the quieter options, so it would be good to highlight this route via signage.

It would be great if the kerb at the entrance to The Rigi was smooth like a ramp - currently it's very jarring to ride over on bikes without suspension.

Look at ways to make it easier for cyclists to get into and out of Tringham St. The ability to get onto and off of the safe routes is just as important as the safe routes themselves.

Why are we not looking opportunities for creating cycling routes through our reserve spaces?

That intersection of Hatton and Karori will be tough to get cyclists to turn in. It's already tough enough with a blind hill to turn into Hatton.

Less potholes to avoid on the bike.

Confidence in WCC

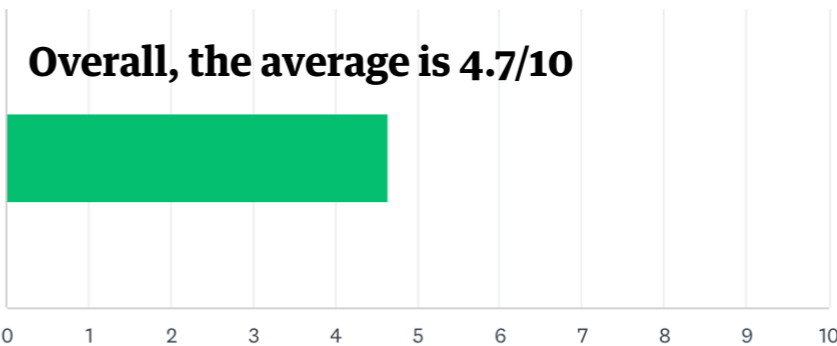
Confidence in Council

How confident do you feel in the Council's ability to install safer infrastructure for cycling, walking and other active transport?

n= 414



Respondents used a 1 to 10 sliding scale to indicate satisfaction.

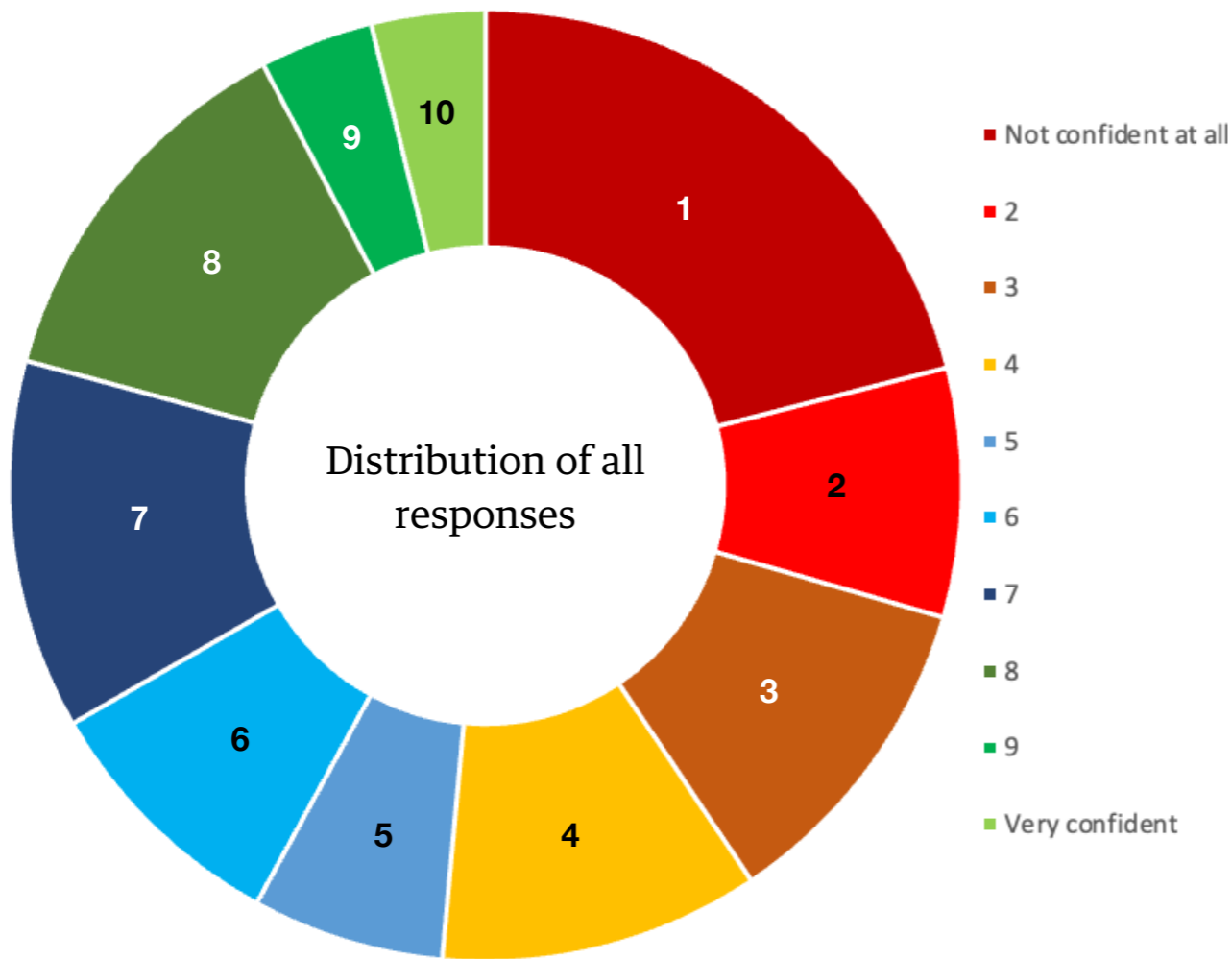


Confidence in Council (bikes)

How confident do you feel in the Council's ability to install safer infrastructure for cycling, walking and other active transport?

n= 414

People who ride bikes as their main form of transport between Karori and other parts of the city have **more** confidence in Council.



Overall, the average is 4.7/10



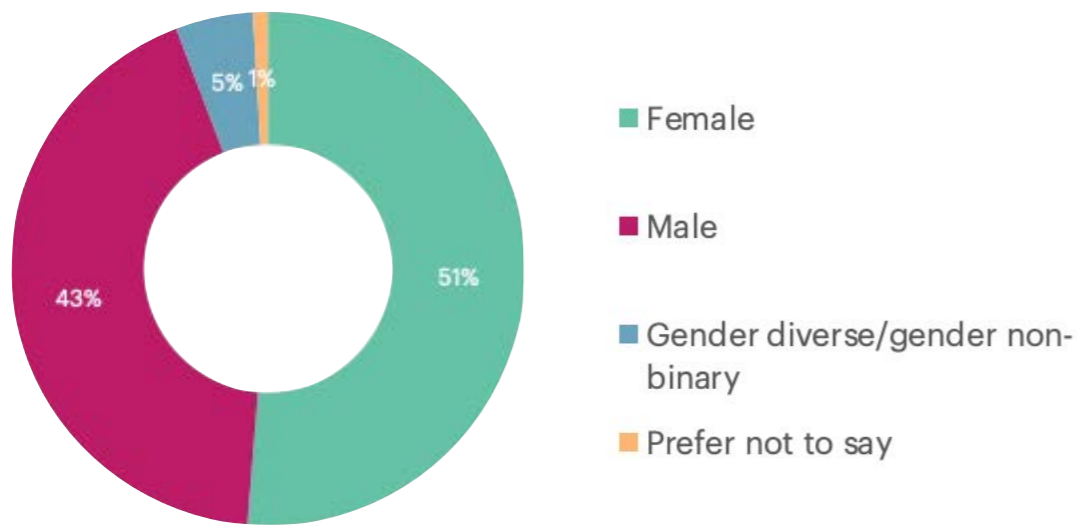
Bikes, the average is 6/10

Who we heard from

Demographics

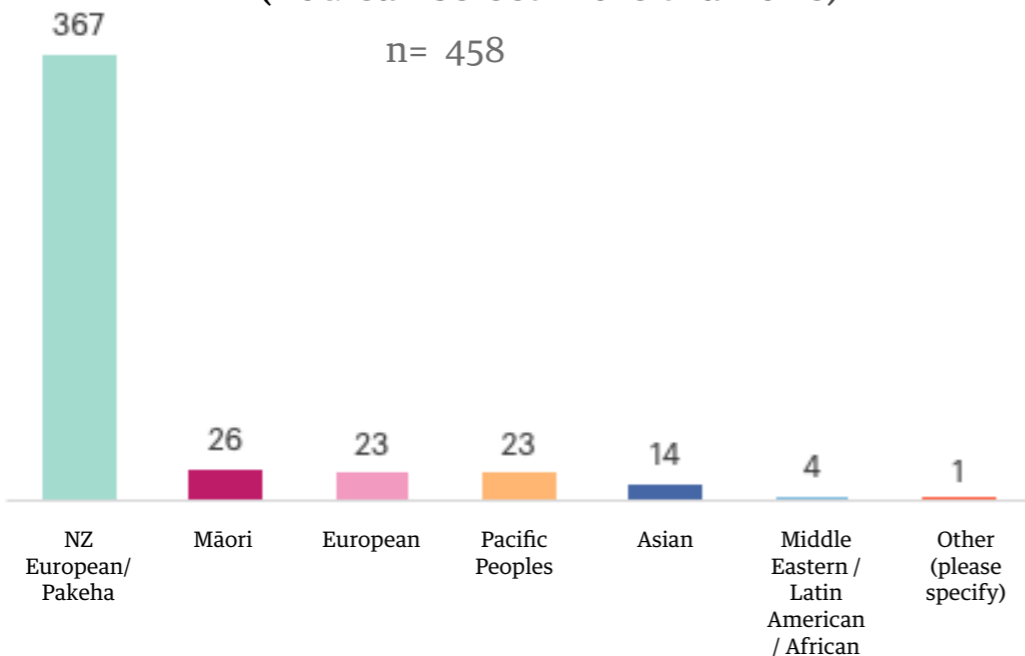
Please choose the gender that best identifies you:

n= 458



Please choose the ethnicity group/s you identify with:
(You can select more than one)

n= 458



44 respondents

Answered 'yes' to living with a disability or accessibility issue

Total does not add up to 100% as people can select more than one ethnicity.

80% of respondents identified as NZ European/Pakeha

6% identified as Māori

5% identified as European

5% identified as Pacific Peoples

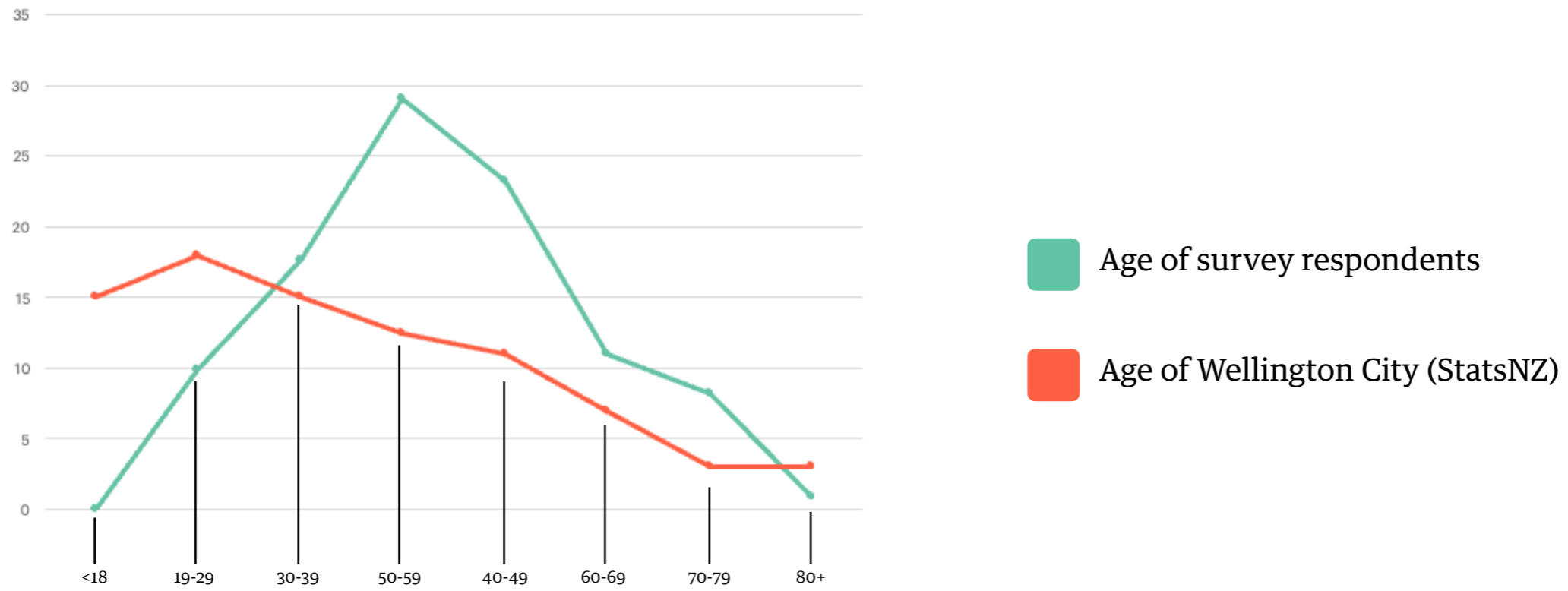
3% identified as Asian

1% identified as Middle Eastern / Latin American / African

Age groups

Please choose the age group you belong to:

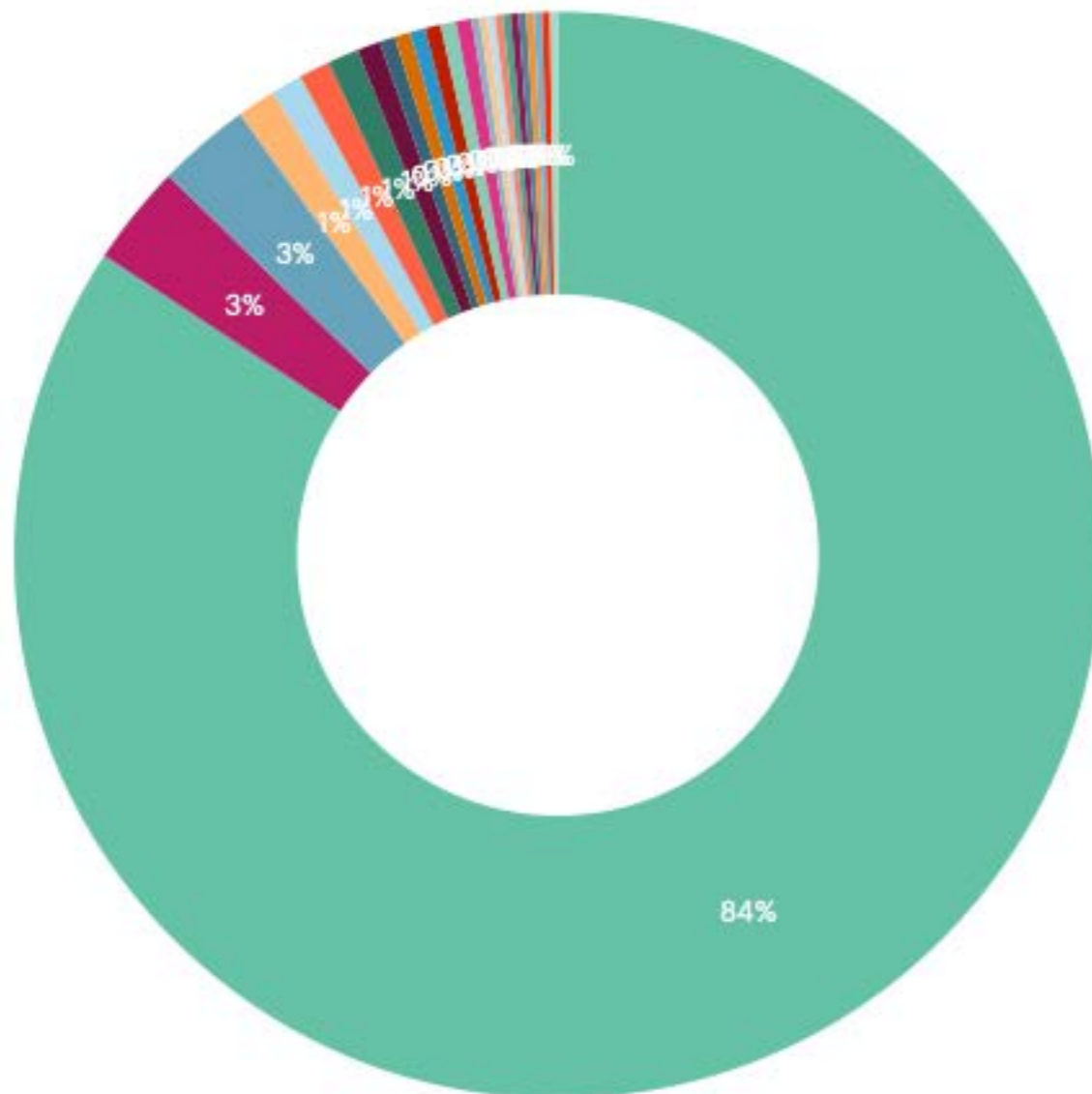
n= 458



Which suburb do you live in?

If you live outside Wellington City, please select 'other'

n= 433



| | | | |
|-----|--------------|---|--------------------|
| 365 | Karori | 2 | Mount Victoria |
| 13 | Northland | 1 | Lyall Bay |
| 12 | Kelburn | 1 | Miramar |
| 5 | Wilton | 1 | Highbury |
| 4 | Brooklyn | 1 | Ngauranga |
| 4 | Wadestown | 1 | Te Aro |
| 4 | Khandallah | 1 | Island Bay |
| 3 | Makara | 1 | Wellington Central |
| 2 | Johnsonville | 1 | Oriental Bay |
| 2 | Hataitai | 1 | Woodridge |
| 2 | Mount Cook | 1 | Other |
| 2 | Newtown | 1 | Strathmore Park |
| 2 | Ngaio | | |