



Kilbirnie Connections Proposal

Consultation summary

6 March to 27 March 2023

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Consultation summary

The purpose of this document is to summarise community feedback received about the Kilbirnie 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. Over 300 pieces of feedback informed the design proposals that went out for consultation. The community have had opportunities to engage with the project through community workshops, webinars, meetings, and drop-in sessions.

The community was consulted on the traffic resolution between 6 March to 27 March 2023. We sought feedback about the specific walking, bike and bus changes proposed for the area. We had 1316 submissions from individuals and organisations provide feedback on the proposal.

The feedback on Kilbirnie Connections was mixed. 59% of submitters strongly supported or supported the overall proposed street changes and 37% either opposed or strongly opposed. 64% 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.

The submitters who commented on changing the speed limits showed clear support, with 68% strongly supporting or supporting the safer speeds proposed in Kilbirnie.

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

How many responses did we get?

1316

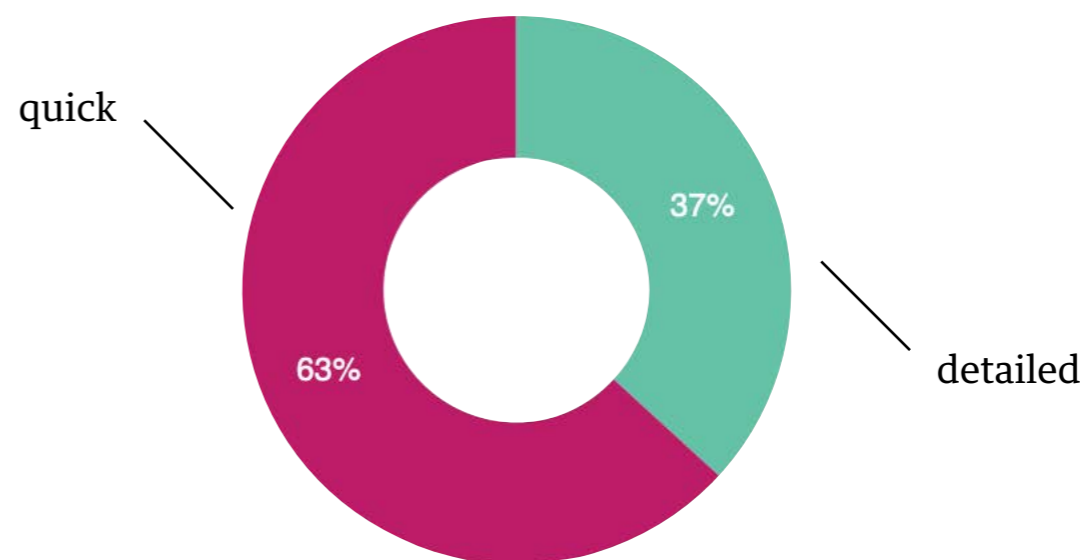
Submissions were made by individuals, schools, or organisations

This report predominately summarises answers to the questions in the feedback form.

Submissions received by email are considered by the project team, themed, and presented to Council, however we do not infer the level of support or opposition to avoid any risk of misinterpretation.

There were a small number of late submissions (received after 5pm on 3 April). These were considered by the project team and presented to Council; however, they are not included in this consultation summary.

Detailed or quick feedback?



Submitters could choose whether they wanted to provide quick (63%) or detailed (37%) feedback.

Duplicate submissions

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

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

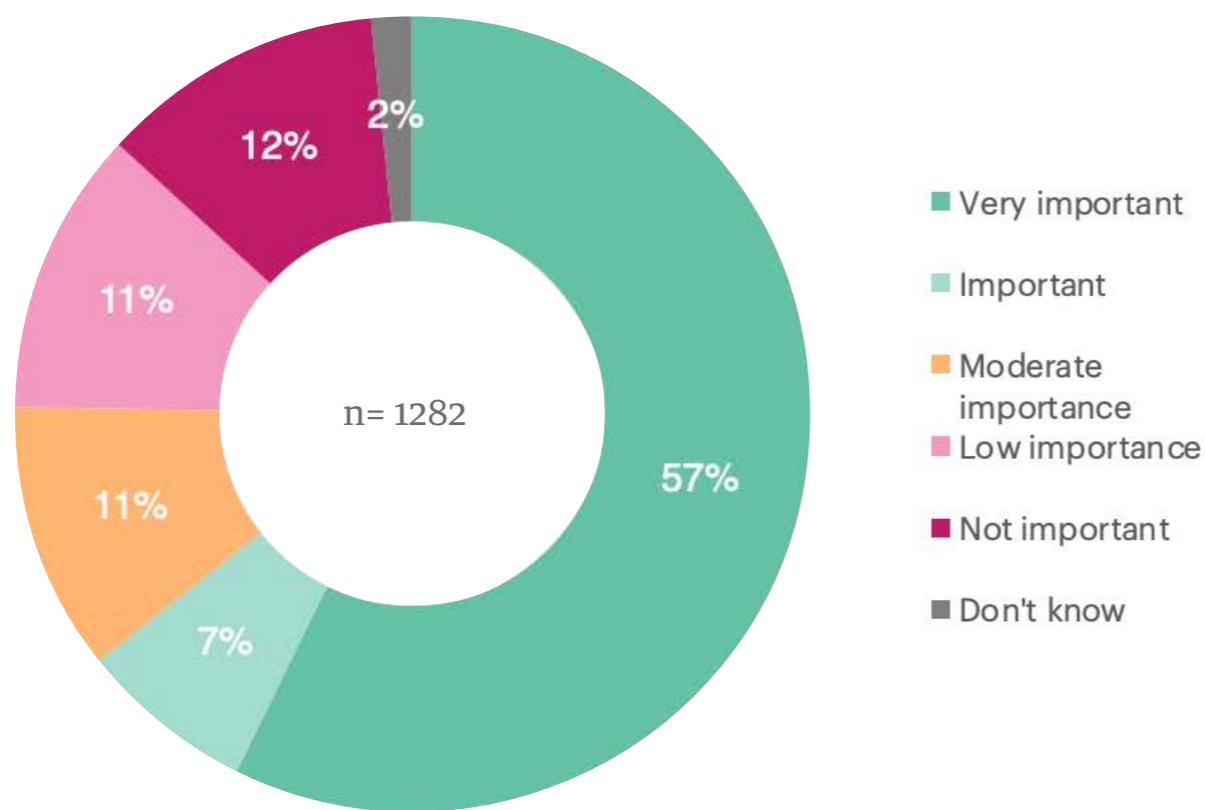
No matter how a submission is received during the consultation period (online, email or paper form), once duplicates have been removed, submissions are considered by the project team, analysed for the consultation summary report, and presented to Council.

188 duplicate submissions were identified, combined or removed.

During the consultation period a higher-than-normal number of duplicate submissions were received. As a result, the information in this report supersedes live preliminary reporting information shown on the Council's website.

What submitters thought

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

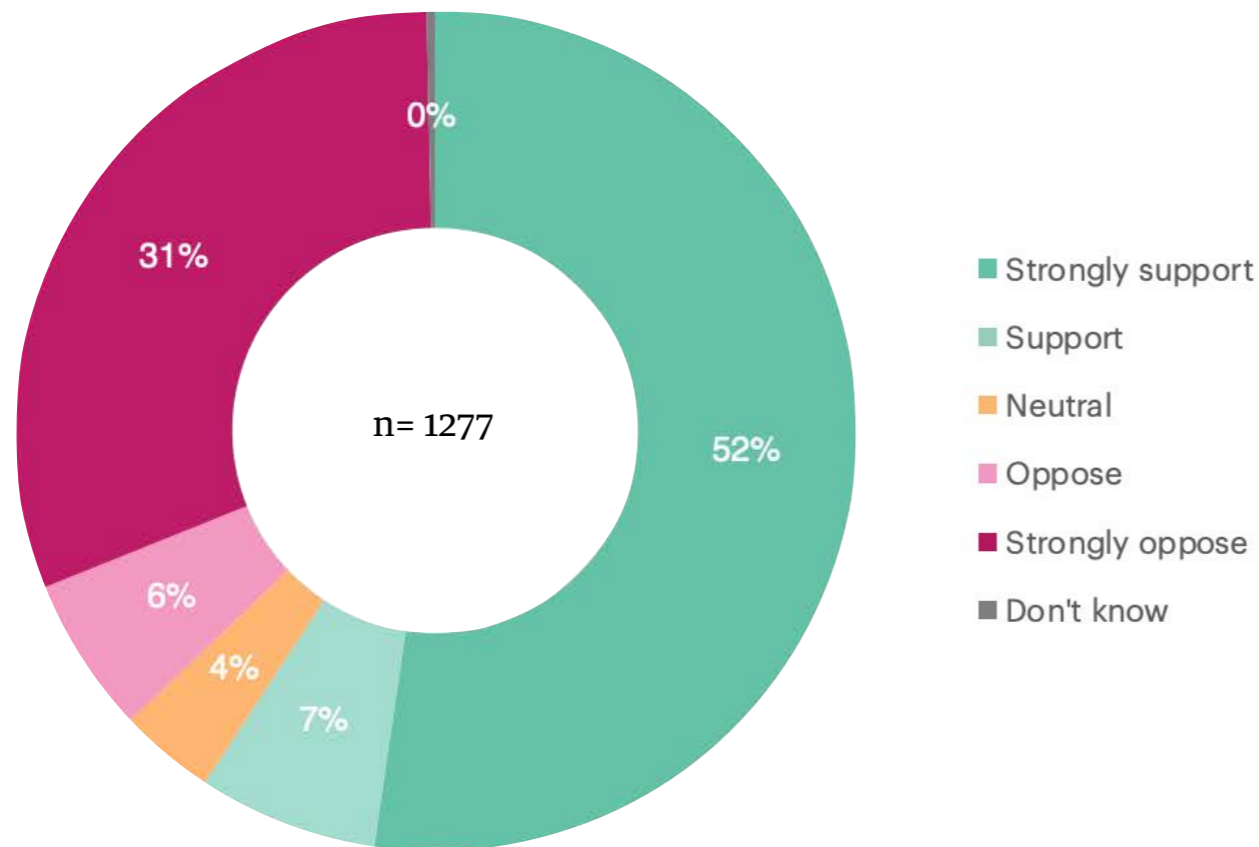


64% of respondents believe it is important or very important to make streets safer and easier for people using active or public transport.

23% believe it is of low importance or not important.

Do you support the overall proposed changes to the Kilbirnie Connections area?

[These include traffic resolution TR62-23]

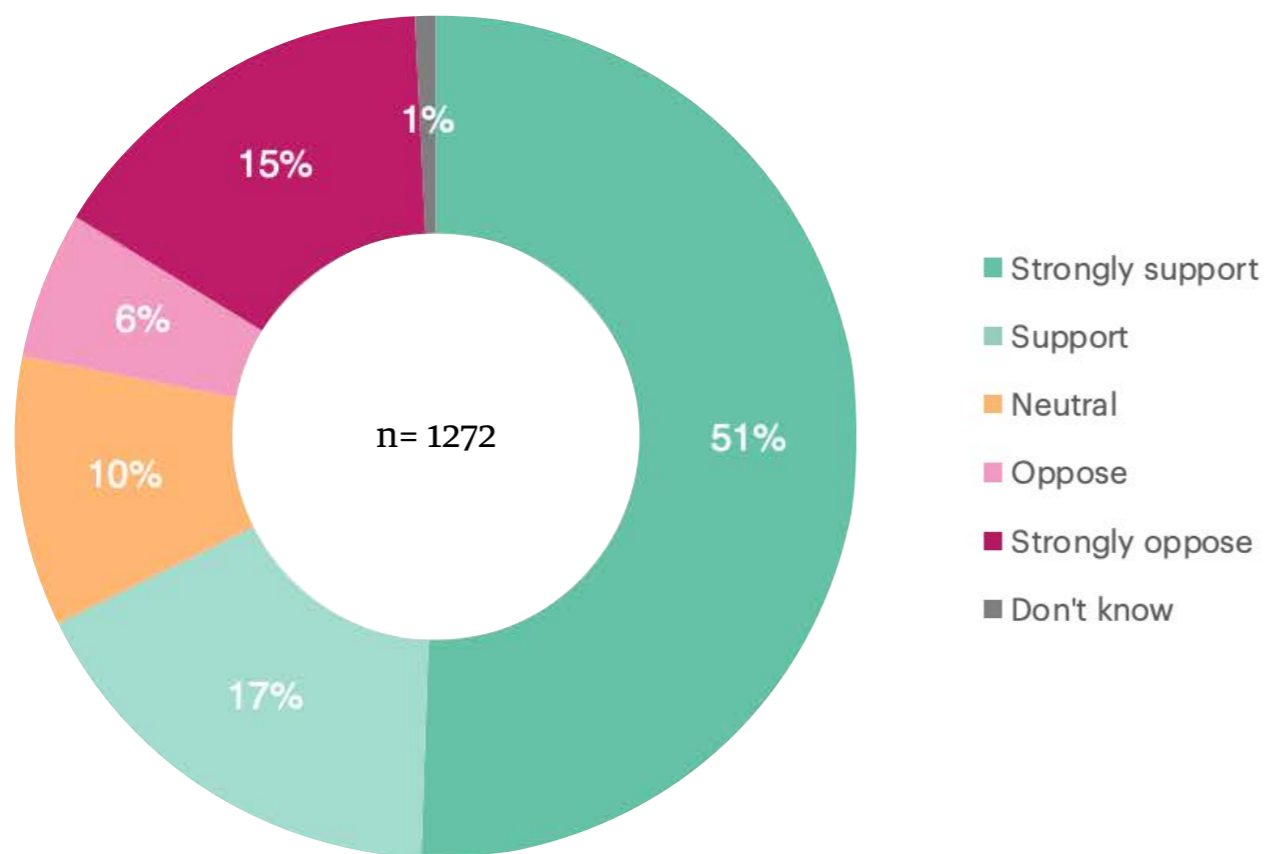


59% of respondents support or strongly support the proposed changes.

37% oppose or strongly oppose the changes.

Do you support the proposed speed changes in the Kilbirnie Connections area?

Includes 30km/h on Tacy Street, Kemp Street, and on Lyall Parade between Queens Drive and Tirangi Road.



68% of respondents support or strongly support the proposed speed changes.

21% oppose or strongly oppose the changes.

Kilbirnie themes

The themes below were extracted from reading all of the comments people made in the Kilbirnie Connections survey. Further explanations of each theme can be found in the appendix.

- General support for the proposed changes
- Concern about loss of carparks
- General opposition to the proposed changes
- Will make it safer
- Scope of changes could be greater
- Lack of clear rationale or data to support changes
- Changes will increase congestion
- Encourages mode shift
- Changes will benefit children/inexperienced cyclists
- Consider impact on emergency/service vehicles
- Use alternate route for cycleway
- Criticism of WCC survey and/or communications
- Focus on other things
- Concern about safety
- Consider impact on people with mobility/ accessibility issues
- Good for pedestrians
- Support for speed changes
- Leave it as it is
- Good for the community
- Will connect the city
- Concern about impact on residents in the area
- Comments about changes to bus stops
- Make cycleway protected
- WCC does not listen
- Improve public transport
- Concern about impact on and/or access to businesses
- More enforcement needed
- Concern about vehicle/bike conflict
- Good for the environment

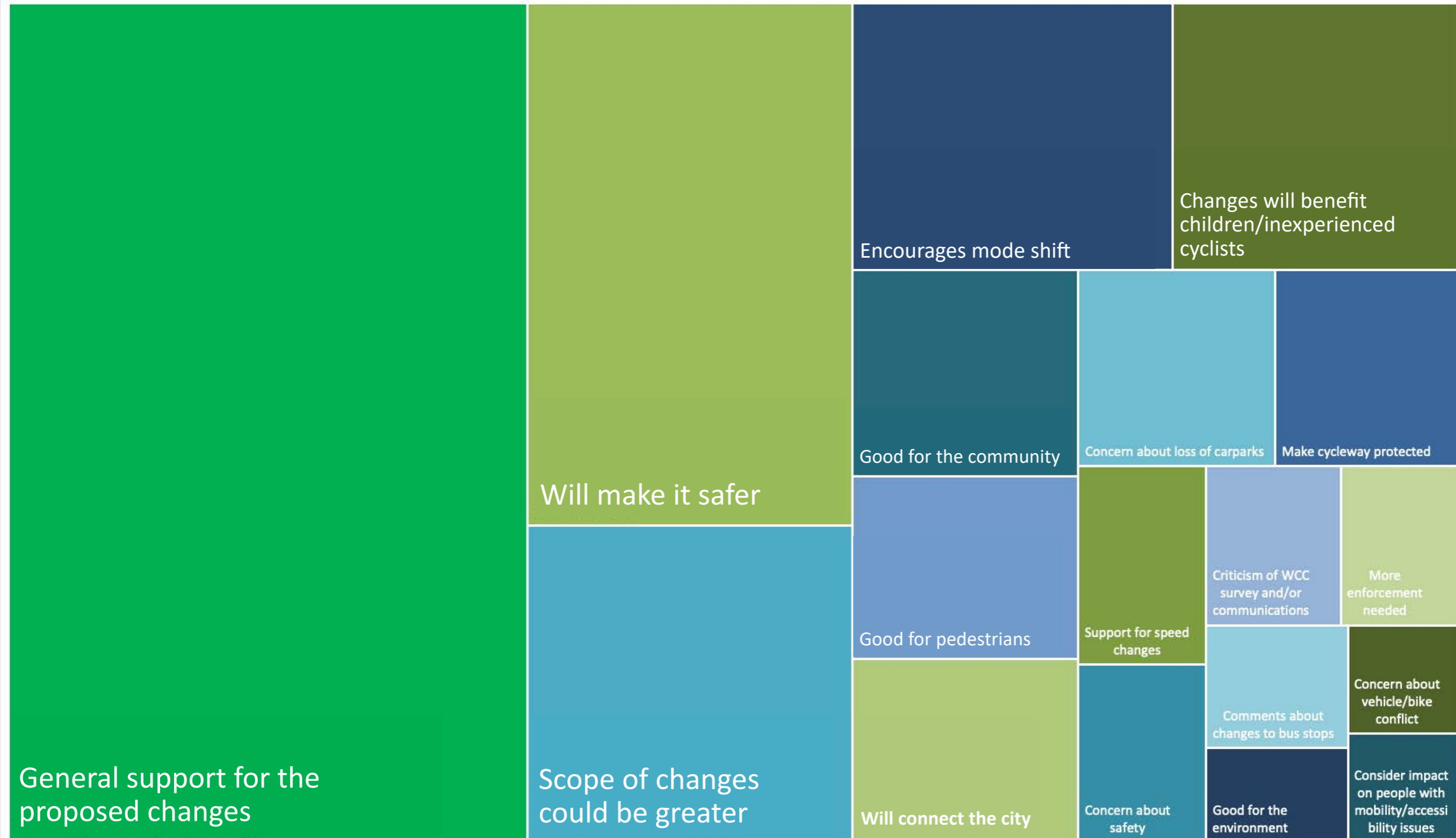
All themes

The Kilbirnie Connections themes are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes that were mentioned fewer than 10 times are not shown.



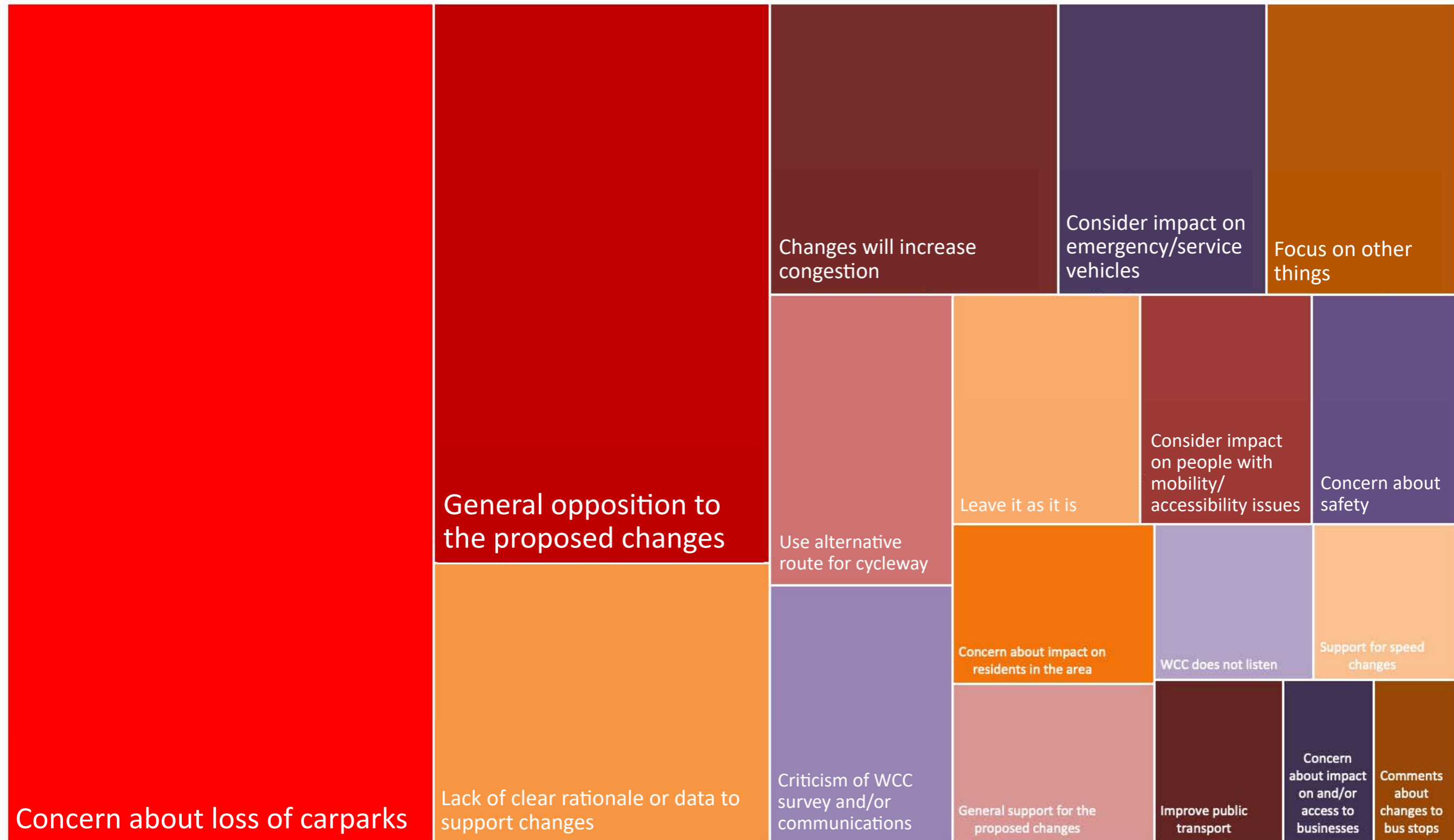
Support themes

Themes from people who 'support' or 'strongly support' the Kilbirnie Connections proposal are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes that were mentioned fewer than 10 times are not shown.



Oppose themes

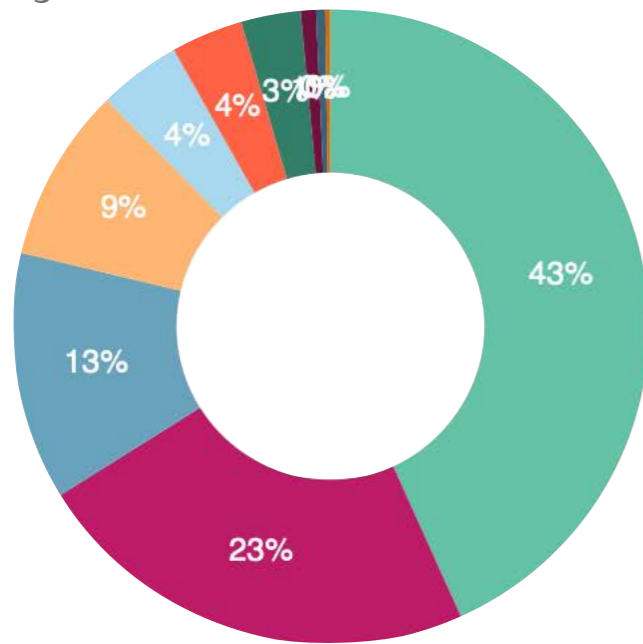
Themes from people who 'oppose' or 'strongly oppose' the Kilbirnie Connections proposal are proportionally represented below. The larger the box, the more frequently the theme appeared. Themes that were mentioned fewer than 10 times are not shown.



Relationship to the Kilbirnie Connections area

What is your main relationship to the Kilbirnie Connections area?

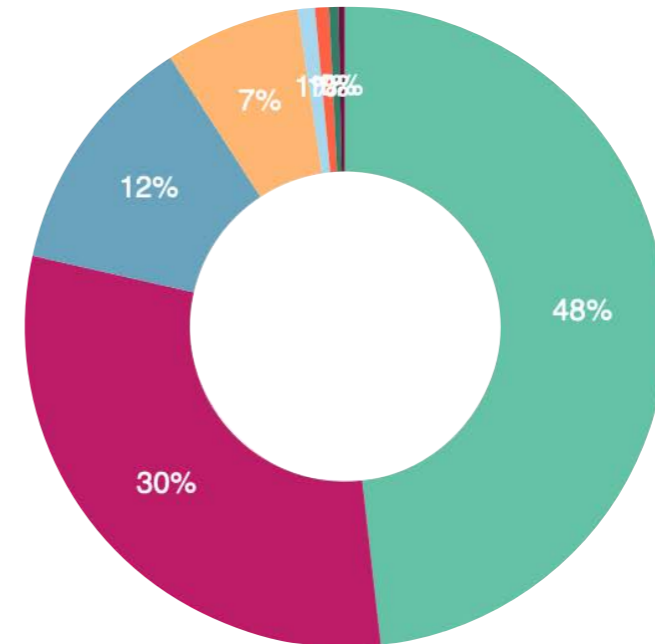
n= 1283



- I live in the area
- I visit the area (e.g. to see friends or businesses)
- I travel through the area
- I do recreational activities in the area (e.g. running, walking etc.)
- I live in Wellington
- I work in the area
- I go to school or education in the area
- I own or manage a business in the area
- I drop my kids at childcare, school or education in the area
- I don't have a relationship to the area

How do you normally travel around the Kilbirnie Connections area?

n= 1278



- Car/Van
- Bicycle
- Walk/run
- Bus
- E-scooter, skateboard etc
- Commercial vehicle (e.g. van or truck)
- Wheelchair or mobility scooter
- Motorcycle or motor scooter

Level of support for Kilbirnie Connections based on 'main relationship' to the area

Based on the answer to the question: "Do you support the overall proposed changes to the Kilbirnie Connections area? These include traffic resolution TR62-23"

n= 1274



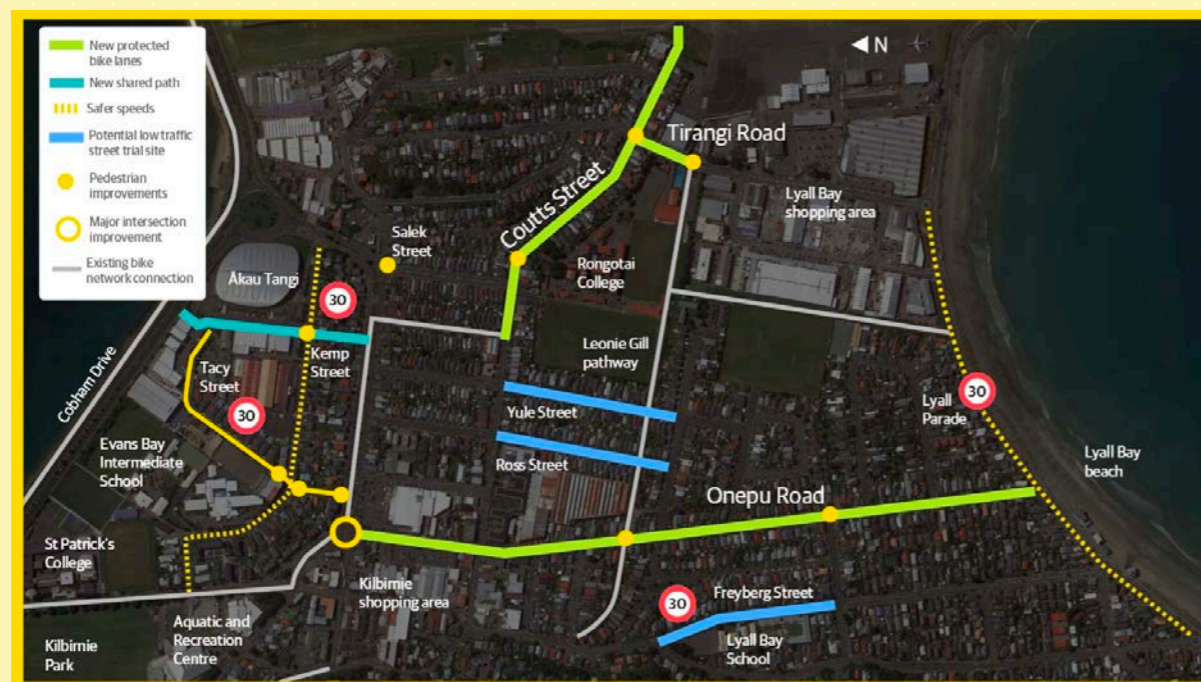
Level of support for Kilbirnie Connections based on how people normally travel around the area

Based on the answer to the question: “How do you normally travel around the Kilbirnie Connections area? We understand you may use a number of different ways to travel around this area, we would like to know what mode you use most of the time.”

n= 1269



Detailed feedback about Kilbirnie Connections



We asked for detailed feedback about five aspects of the Kilbirnie Connections proposal:

1. Do you support the proposed changes for Onepu Road?
2. Do you support proposed changes for Coutts Street (between the Airport tunnel and Te Whiti Street) and Tirangi Road (between Coutts Street and the Leonie Gill Pathway)?
3. Do you support the proposed changes in the Tacy Street and Kemp Street area (including the Salek/Rongotai Road intersection)?
4. How do you feel about trialling low traffic changes on Ross, Yule and/or Freyberg streets?
5. Do you agree or disagree with the goals and impacts of this project?

Note:

37% of respondents chose to provide detailed feedback

Summary of support for aspects of Kilbirnie Connections

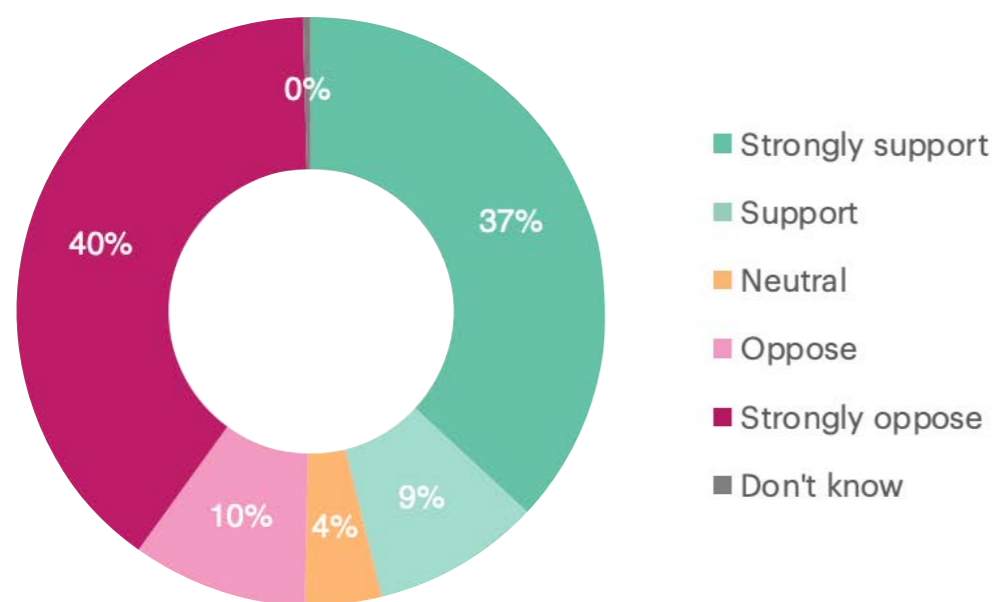


Detailed feedback: Onepu Road



Do you support the proposed changes for Onepu Road?

n= 477



I strongly support both the route and the choice of a separated cycle path design. Onepu Road is the most straightforward link between the Kilbirnie Shops/Evans Bay and the Lyall Bay foreshore. This cycleway will enable more people, including locals and visitors to the area, to easily and safely reach important recreational and practical destinations.

Just another ideological idea to stop and hinder regular everyday commuters and small business owners from making a living. As if it's not hard enough already. Cyclists are a very small group to cater for 'nice to haves' rather than common sense infrastructure

Specific design feedback: Onepu Road (1 of 2)

- Do not remove car parks
- Consider widening and making footpaths shared paths for pedestrians and cyclists on Onepu Rd
- Consider putting the cycleway on different street rather than Onepu Rd
- Reduce speed on Onepu Rd (consider adding speed humps)
- Move the location of the cycleway to the 'outside' of parked cars
- Concern about width of main road (ensure that buses and emergency services can pass through)
- Do not remove bus stop on corner of Onepu Rd and Endeavour St
- Consider a two-way protected cyclelane on one side of road instead
- Do not remove bus stops
- Create a separated cycleway on Lyall Parade to connect with Onepu Rd
- Ensure physical design is not dangerous to bicycles (eg no sharp corners, gutters, protrusions etc)
- Ensure design makes it clear where people on bikes are merging with traffic
- Concern about the width of remaining car parks
- Improve the safety of the crossing on Wha St
- Consider retaining more parking near shops by Wha St
- Ensure barriers prevent cars from parking or driving in cyclelane
- Do not use physical barriers so cars can use cyclelane when needed
- Concern that changes on Onepu may result in more traffic using alternative or side streets (eg Cockburn St)
- Ensure proposed changes are monitored after installation to ensure they work as intended
- Do not put bus stops in the cyclelane
- The proposed P60 and P10 parks near Wha St will make it harder for residents to find a park
- Consider making Cruikshank St a cul-de-sac or low traffic street
- Make sure donations can still be dropped off at Salvation Army
- Ensure buses can stop without holding up vehicle traffic
- Move the Wha St pedestrian crossing away from the intersection (further East)
- Ensure cycle lanes are fully painted to make them more visible
- Only add cycleway to area around Wha St - leave the rest of Onepu Rd as it is
- Consider making all speeds in the area 40km/h
- Ensure bus stop locations are consistently opposite each on both sides of the road
- Add pedestrian crossings to the roundabout intersection at Onepu Rd and Lyall Parade
- Consider only doing the section of Onepu Rd south of Leonie Gill pathway
- Retain bus stops near the Leonie Gill pathway
- Ensure the cycleways are smooth (not chipseal)
- Ensure the proposed access controls at the supermarkets work safely for people on bicycles
- Ensure ramp proposed at 73 Onepu Rd is safe to bike over
- Ensure cycle lanes are wide enough for people on bikes to pass slower riders
- Add a pedestrian island to Mahora St near Pak'n'Save to make it easier to cross the road
- Extend the 30km/h limit further along Lyall Parade to cover the whole beach area



Specific design feedback: Onepu Road (2 of 2)

- Install bike counters on Onepu Rd and make data freely available
- Ensure TGSi (ramp tactile indicators) are added to pedestrian crossings
- Ensure right turning traffic from Onepu Rd into Wha St does not hold up traffic
- Consider additional bus stops at the beach
- Consider security needs of Armourguard officers that need to park near Westpac
- Install more bike parks at the beach
- Ensure there is physical infrastructure to slow cars down
- Consider using median strip more efficiently (perhaps using the space for additional parking)
- Partner with Countdown to create multi-storey carpark
- Close some side streets to prevent access to Onepu Rd
- Ensure good visibility for vehicles entering Onepu Rd from side streets
- Introduce residents parking scheme on all Onepu Rd side streets
- Reduce width of Onepu Rd side streets to slow traffic down
- Ensure the gaps in the cycleway separators are not too large to deter vehicles from entering cycle lane
- Ensure Wha St intersection is not blocked by cars waiting for pedestrians to cross
- Consider making bus platforms wider to allow for wheelchair users
- Ensure cars do not try to overtake bus when stopped to pick up/drop off passengers
- Consider pedestrian crossing to join Onepu Rd with Lyall Parade
- Consider more e-charge car parks
- Install a bike traffic light phase at intersection outside Pak'n'Save
- Ensure enough mobility parks remain
- Increase width of proposed cyclelanes
- Consider more residents only parking on side streets (eg Cockburn St)

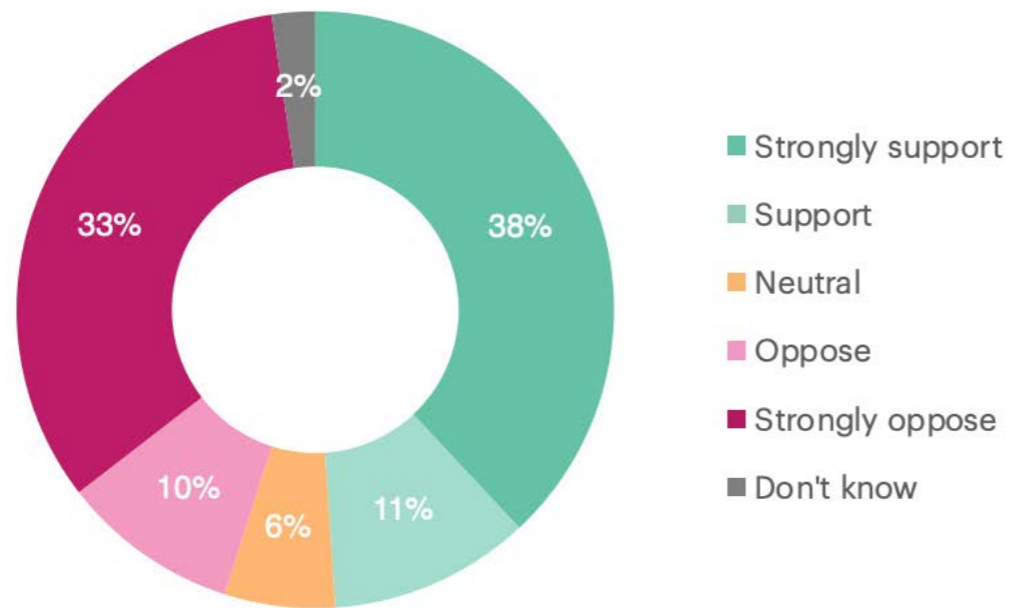


Detailed feedback: Coutts Street and Tirangi Road



Do you support proposed changes for Coutts Street (between the Airport tunnel and Te Whiti Street) and Tirangi Road (between Coutts Street and the Leonie Gill Pathway)?

n= 468



My son rides to school at Rongotai so this will make it so much safer for him and his friends. Really support the connection with Leonie Gill and a crossing there. Please consider extending the cycle lanes all the way down Tirangi road past the Lyall Bay shopping area. There are many off street parks by the warehouse etc and it is a wide road so plenty of space for bike lanes. I often bike to that shopping area and I'm not sure why you are ending the bike lanes at Leonie Gill entrance

Removing the car parking between Coutts Street and Tirangi Road will be extremely disruptive to residents. Car parking around this area is already tight as people park and leave their cars there for the airport and walk through the tunnel. The eastern end of Coutts Street is generally quiet with traffic. A cycle way in this area is not required.

Specific design feedback: Coutts Street and Tirangi Road



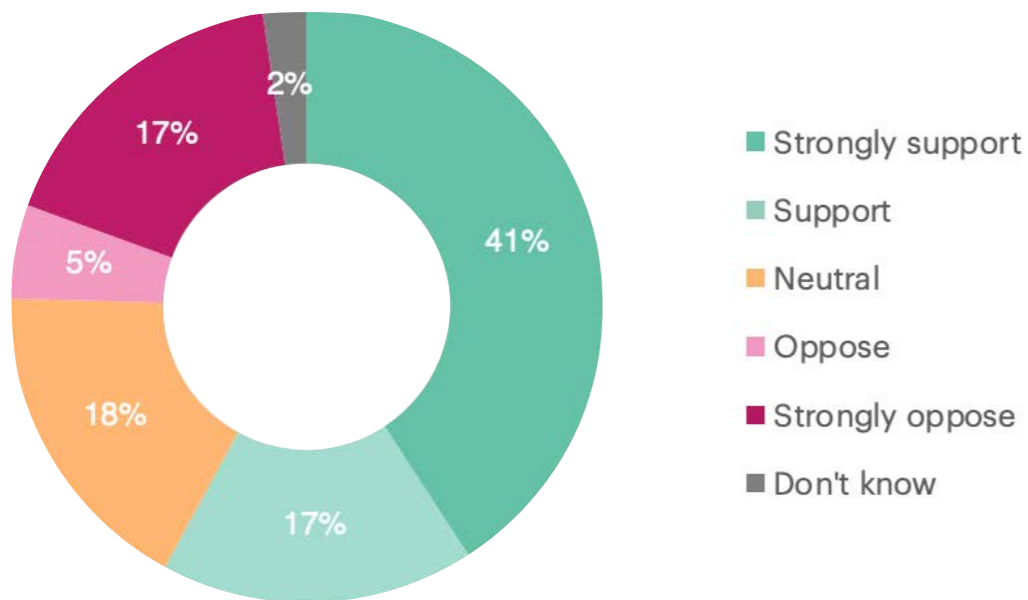
- Create a two-way bike path that connects the end of Leonie Gill with the airport tunnel to avoid the roundabout
- Use Leonie Gill pathway instead of Coutts St
- Do not remove car parks
- Make the tunnel underpass safer, well-lit and cleaner
- Prevent traffic from turning right from Salek St into Coutts St (blocks traffic that wants to turn left)
- Continue Tirangi Rd cycleway all the way to Lyall Parade
- Consider a two-way protected cyclelane on one side of road instead
- Consider widening and making footpaths shared paths for people waling and riding
- Use bus stop bypasses, so stopped buses don't block the cycleway
- Extend cycleway all the way along Coutts St to connect with Onepu Rd
- Consider using Bridge St for a cycleway
- Concern that cyclists are allowed to turn left onto Coutts St from Te Whiti St but motorists aren't
- Ensure cycleway is protected from cars with barriers
- Ensure service/trade vehicles are considered in the design
- Slow down traffic at the Salek and Coutts street intersection
- Ensure Kilbirnie Motors doesn't use the road to store serviced vehicles
- Ensure there is a drop-off zone on Coutts St for Rongotai College
- Use Salek St for cycleway instead of Coutts St (connect with Rongotai Rd)
- Ensure raised pedestrian crossings are easy to ride on
- Move the location of the cycleway to the 'outside' of parked cars
- Continue a protected cycleway on the Seatoun side of the airport underpass
- Concern about width of road (can two buses pass?)
- Ensure cycle lanes are fully painted to make them more visible
- Ensure mopeds do not ride through airport tunnel
- Ensure pedestrian crossings include TGSI and an easy camber for wheelchair users
- Ensure vehicles crossing the cycleway (eg pulling out of driveways) are aware they are entering cycleway
- Install traffic lights at the Coutts/Salek intersection (or remove ability to turn right from Coutts St into Salek St)
- Consider a pedestrian crossing halfway down Tirangi St
- Remove the pedestrian crossing outside fish and chip shop
- Ensure signage/road markings make it clear how to navigate the changes
- Improve cycling signage for the area
- Ensure enforcement exists to prevent people from parking in cycleway
- Ensure signage makes it clear where you can/can't turn from Te Whiti Street
- Introduce residents parking permit for the area
- Ensure there is enough mobility parking
- Reduce speed on Coutts St
- Ensure buses can get around Coutts/Tirangi roundabout
- Consider more lighting on pedestrian crossings

Detailed feedback: Tacy Street and Kemp Street



Do you support the proposed changes in the Tacy Street and Kemp Street area (including the Salek/Rongotai Road intersection)?

n= 468



I cycle along here most days and there are sections that are fine and sections that throw you suddenly into the traffic and that I find really off putting, so would really welcome any changes that make a more protected experience for cycling right along Coutts St and through to Evans Bay.

Once again, I'm not sure what problem you are trying to solve. I walk around Tacy street with my dog almost every day. There is such a tiny amount of traffic, such a tiny amount of bikes, that I don't know why you're even considering this. What's the worst that would happen if you leave it as it is? Prioritise something else.

Specific design feedback: Tacy Street and Kemp Street



- Address the dangerous crossings on Kemp St/ Evans Bay Parade shared path where cyclists have to give way to vehicles coming from behind them
- Connect the protected cycleways to EBIS
- Add raised pedestrian crossings to make it safer to cross Rongotai Rd
- Move pedestrian crossings further away from busy roads
- Add more traffic calming to slow traffic
- Add more cycle markings to Kemp St to make it obviously a shared route
- Add artwork from local students into the design
- Increase enforcement on new Cobham Drive crossing to deter people driving through red lights
- Do more to make Salek/Troy/Rongotai intersection safer
- Remove heavy trucks from Salek Street
- Add raised pedestrian crossings to make it safer to cross Evans Bay Parade
- Increase the width of the shared pathway
- Make the Tacy St/Kemp St intersection safer by reducing vehicle speeds
- Improve connection for people on bikes between the two sections of Tacy St (over Kemp St)
- Improve connection from south end of Tacy Street to Kilbirnie shopping area
- Ensure enforcement at pedestrian crossings (eg cars must yield to pedestrians)
- Make sure the footpath extends all the way along Tacy St to connect to new shared path
- Add more secure bike parking
- Use legally enforced zebra crossings instead of 'courtesy' crossings
- Consider pedestrian crossing at netball courts on Kemp St
- Consider more pedestrian crossings on Rongotai Rd
- Ensure 'courtesy crossings' are understood by road users
- Address Childers Terrace - key connection to Crawford Rd
- Improve connections to Rongotai Rd cycleway at Pak'N'Save intersection
- Ensure cycleway is 'block coloured' green and obvious
- Improve pedestrian crossings on Onepu/ Rongotai Rd (Pak'n'Save) intersection
- Ensure signs help people understand the cycling route
- Ensure pedestrians can cross safely from Resene side of Tacy St to Kemp St to get to Rongotai (this is a wide intersection)
- Ensure any remaining angled car parks are safe for people on bikes
- Consider a two-way cycleway from intersection of Rongotai/Tacy to connect with Evans Bay Rd shared path
- Consider raised crossings on Salek St
- Remove park benches from Leonie Gill path (encourages 'hanging around' which can make people feel unsafe)
- Consider traffic lights at Salek St intersection
- Improve cycleway connections to Kilbirnie village
- Add 'give way' signs to crossings so motorists know to give way
- Add traffic calming prior to pedestrian crossings
- Add shelter to bicycle parking spaces to make them all-weather

Overall Kilbirnie design feedback:

Extracted from 'overall' comments (1 of 2)

- Consider widening and making footpaths shared paths for people walking and riding on Onepu Rd
- Extend Coutts Street cycleway from the airport underpass all the way to the shops
- Reduce speeds and use speed humps instead of building cycleways
- Prevent traffic from turning right from Salek St into Coutts St (blocks traffic that wants to turn left)
- Lower the speed limit on Onepu Rd
- Reduce speeds and use speed humps instead of 'blocking' Freyberg Street
- Move the location of the cycleway to the 'outside' of parked cars
- Make the Wha/Onepu intersection safer
- Add pedestrian crossing on Salek St at Rongotai Rd end
- Do not remove bus stops
- Consider a raised pedestrian crossing at the Salek/Coutts St intersection
- Link Crawford Road with the rest of the network
- Consider making Freyberg St one way and the other way on Onepu Rd
- Ensure traffic waiting to turn right from Onepu Rd into Rongotai Rd does not hold up traffic
- Prioritise Leonie Gill pedestrian crossings at Onepu, Ross, Yule and Tirangi roads
- Put a pedestrian crossing outside Rebel Sports
- Improve pedestrian pathways and crossings to EBIS
- Lower the speed to 30km/h on Yule St and Ross St
- Do not block Yule and Ross St as this will cause congestion elsewhere
- Consider a two-way protected cyclelane on one side of road instead
- Use Bridge St instead of Coutt St
- Consider electric scooters in the design
- Improve pedestrian and cyclist safety around the Tirangi Rd shopping precinct
- Reduce speed on all roads to 30km/h
- Add a pedestrian crossing to Evans Bay Parade (near Kemp St intersection)
- Do not put bus stops in the cyclelane
- Connect Crawford Rd cycleway to Onepu Rd
- Only the section of Onepu Rd near the supermarkets needs safety improvements
- Consider including Cruickshank St in the low traffic trial
- Add separated cycle lanes to Lyall Parade
- Allow people to ride bikes on footpaths so we don't need cycle lanes on the road
- Reduce speed on Yule St to 30km/h
- Please use more robust materials (not cheap plastic)
- Consider only making safety improvements to part of Onepu Rd
- Make all streets 40km/h
- Consider shared bus/bike lanes
- Do not use chipseal
- Concern about the changes causing an increase in traffic and congestion on other roads (eg Onepu Rd)
- Ensure bus drivers still have a place to park their cars while at work
- Ensure physical design is not dangerous to bicycles (eg no sharp corners, gutters, protrusions etc)

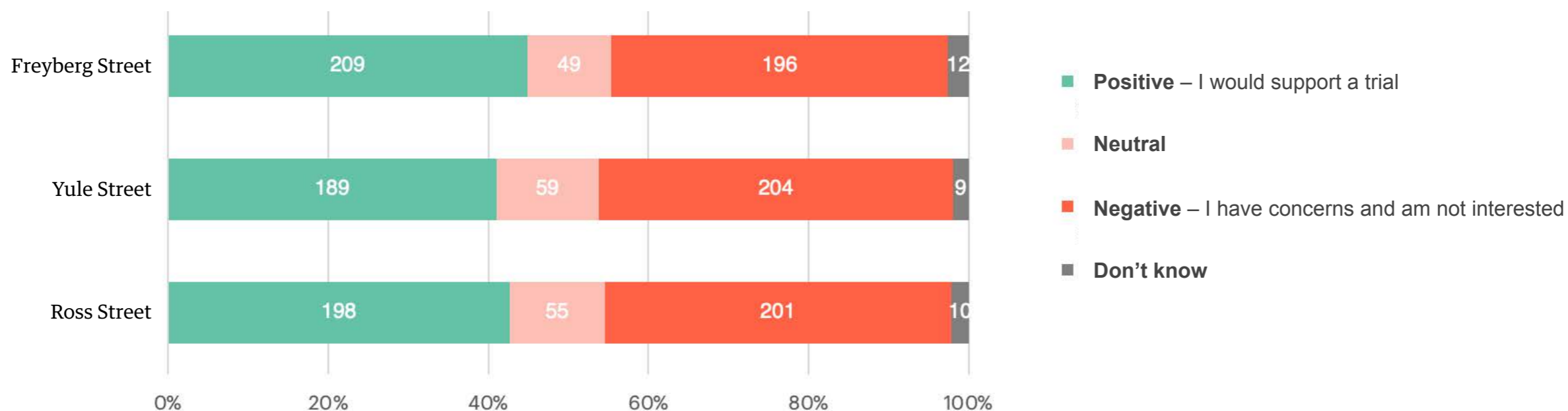
Overall Kilbirnie design feedback: Extracted from 'overall' comments (2 of 2)

- Add speed bumps and 30km/h limit to Yule St
- Improve visibility and make Yule/Coutts St intersection safer
- Add more secure bike parking (eg locky docks)
- Finish Evans Bay cycleway before starting new ones
- Introduce all direction pedestrian crossing at Rongotai/Onepu intersection
- Connect cycleways with Crawford Rd
- Ensure Salek St intersection changes are enforced
- Prevent e-scooters from using footpaths
- Change 'give way' signs to stop signs on roads connecting to Rongotai Rd
- Add a bicycle 'fix it up' stand to the area
- Make it easy to get off bike lanes and stop and shop at local businesses
- Ensure bike lanes on Onepu Rd do not make flooding in the area worse (particularly at the Lyall Parade end)
- Support (with discounts/funding) residents to build off-street parking
- Ensure it's clear when construction is due to start

Detailed feedback: Low traffic neighbourhood trial

Although not part of the traffic resolution, we asked respondents about their thoughts regarding trialling low traffic neighbourhoods

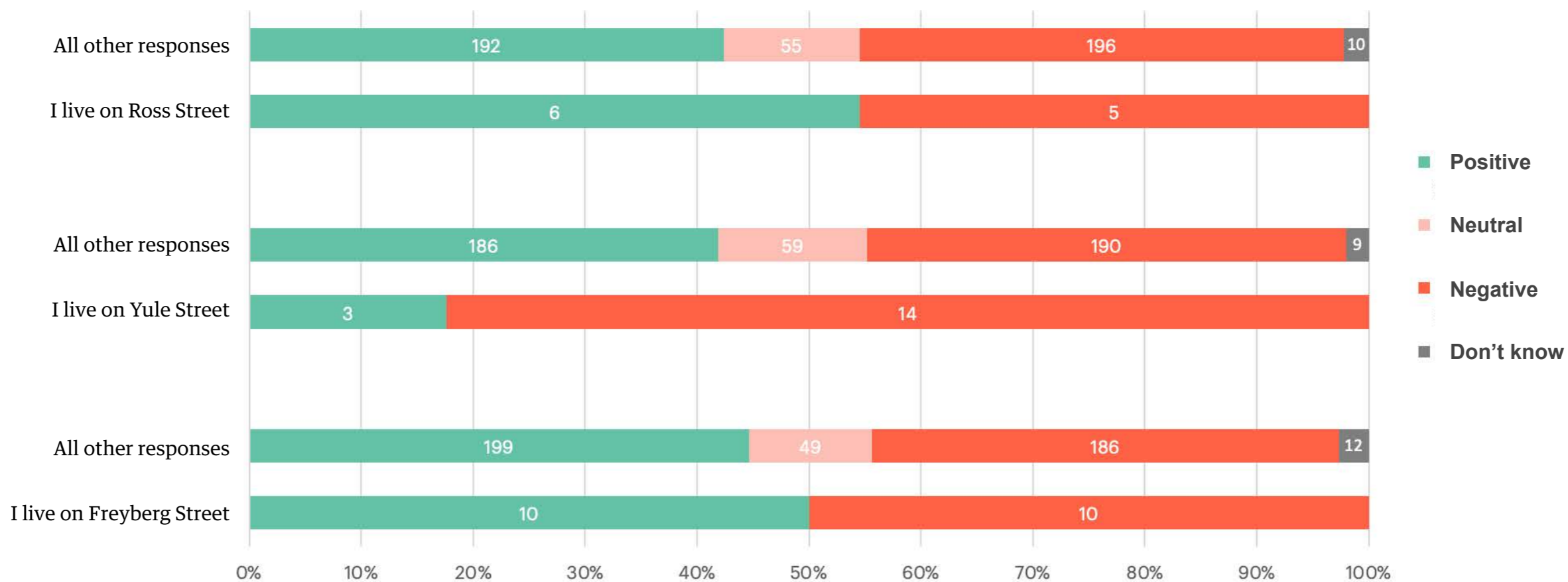
How do you feel about trialling low traffic changes on Ross, Yule and/or Freyberg streets?



Detailed feedback: Low traffic neighbourhood trial

Although not part of the traffic resolution, we asked respondents about their thoughts regarding trialling low traffic neighbourhoods

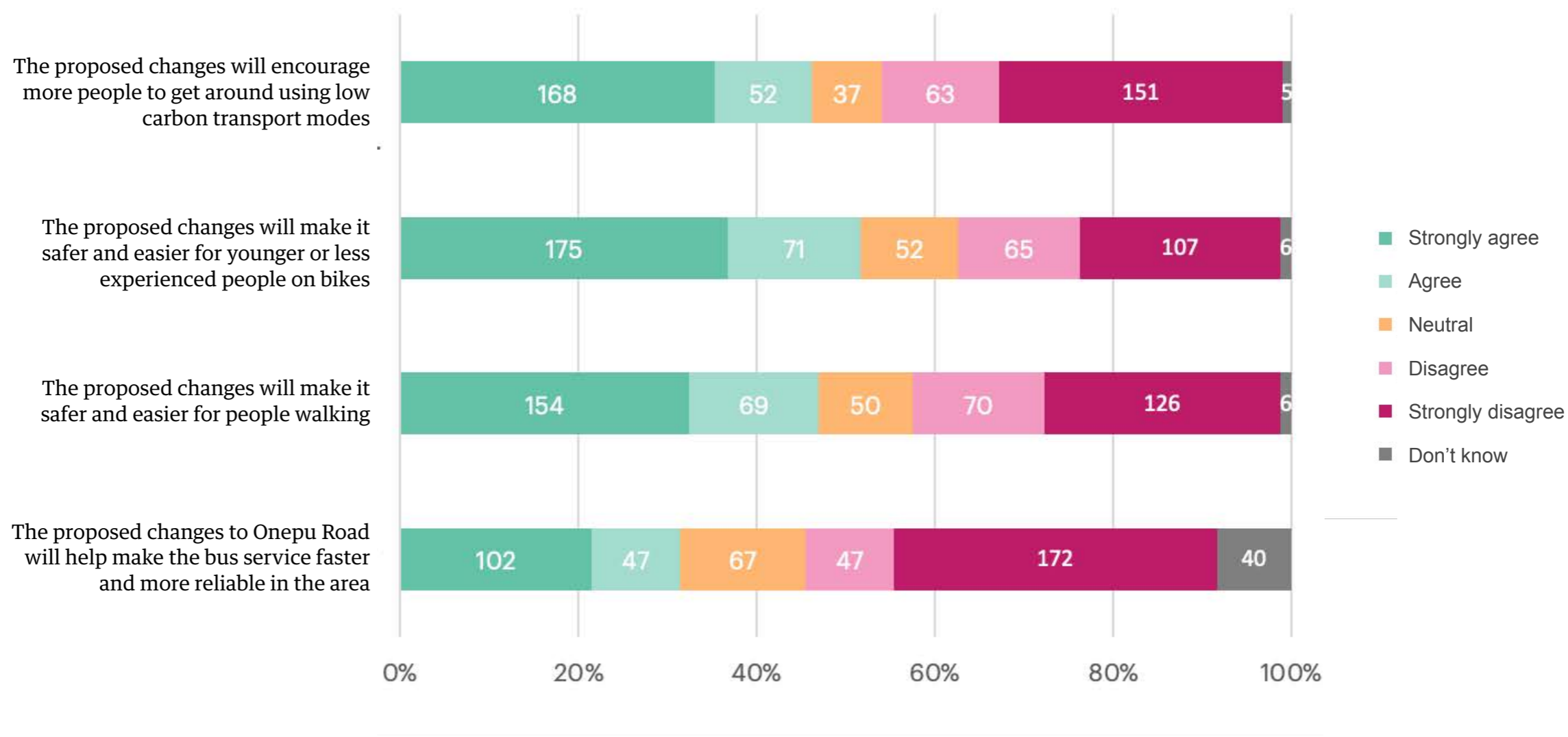
People who live on proposed low traffic trial streets vs people who don't (everyone else)



Specific design feedback: Low traffic neighbourhoods

- Concern about the changes causing an increase in traffic and congestion on other roads (eg Onepu Rd)
- Use speed humps to lower speeds instead of blocking roads
- Concern about emergency services being able to travel along the road
- Suggest placing the "barrier" at the middle point of the roads
- Ensure clear road markings to stop people parking over driveways and garages
- Reduce all speeds to 30km/h
- Concern that Yule St in particular is used by fire services
- Concern that "blocking" Freyberg will make it harder to access Lyall Bay school
- Ensure mobility car parks are retained
- Consider trialling low traffic neighbourhoods on Ferry Street in Seatoun
- Concern these changes will make it harder for residents to find on-street parking
- Consider using speed humps to lower speeds on Freyberg Street instead
- Consider trialling this on other streets
- Include Queens Drive and Childers Terrace in trial
- Include Salek St in trial
- Use traffic-light controlled pedestrian crossings on Freyburg instead of blocking the street.
- Add pedestrian crossings to Yule and Ross Streets
- Improve safety at Wha St intersection pedestrian crossing
- Ensure pedestrian crossings are safe and accessible (including the use of TGSIs)
- Plant trees on low traffic streets as well
- Remove right turn from Freyberg St to Queens Drive
- Consider Yule or Ross Street (not both)
- Consider making Freyberg one way (instead of closing it)
- Consider needs of bus drivers on Ross St

Do you agree or disagree with the following statements about the goals and impacts of this project?

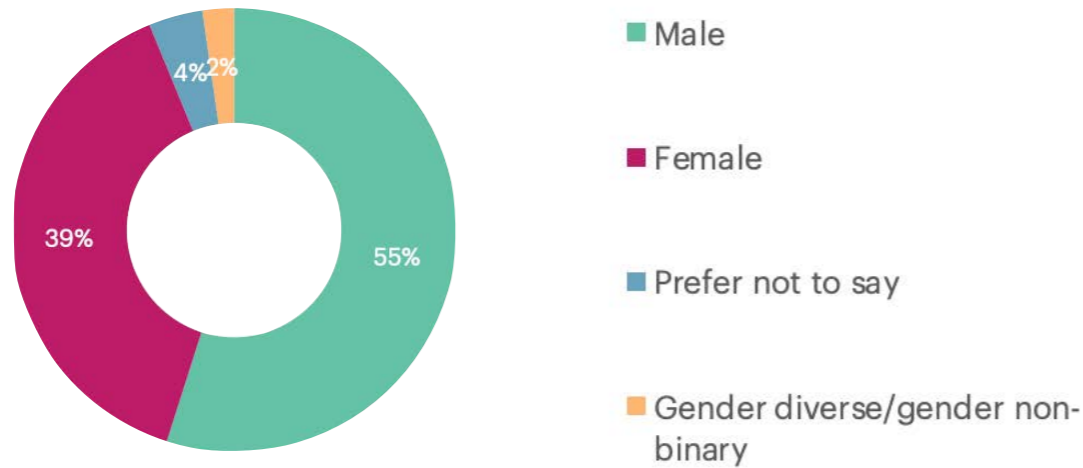


Who we heard from

Demographics

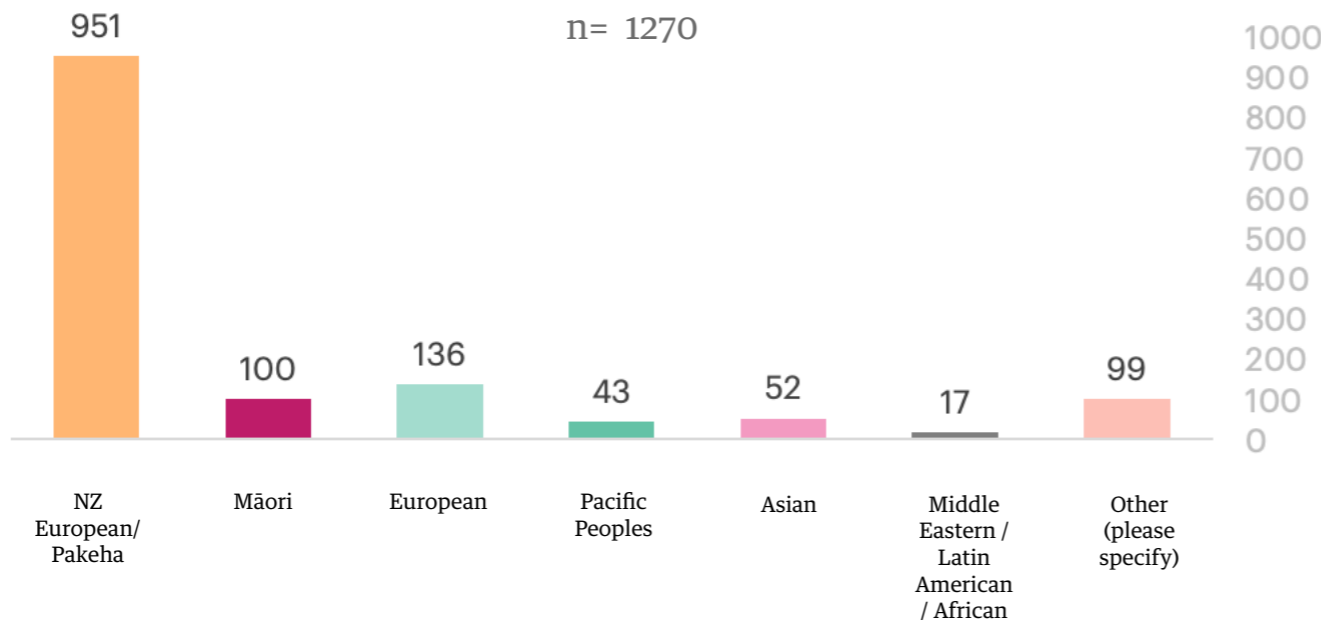
Please choose the gender that best identifies you:

n= 1273



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

n= 1270



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

75% of respondents identified as NZ European/Pakeha

8% identified as Māori

11% identified as European

3% identified as Pacific Peoples

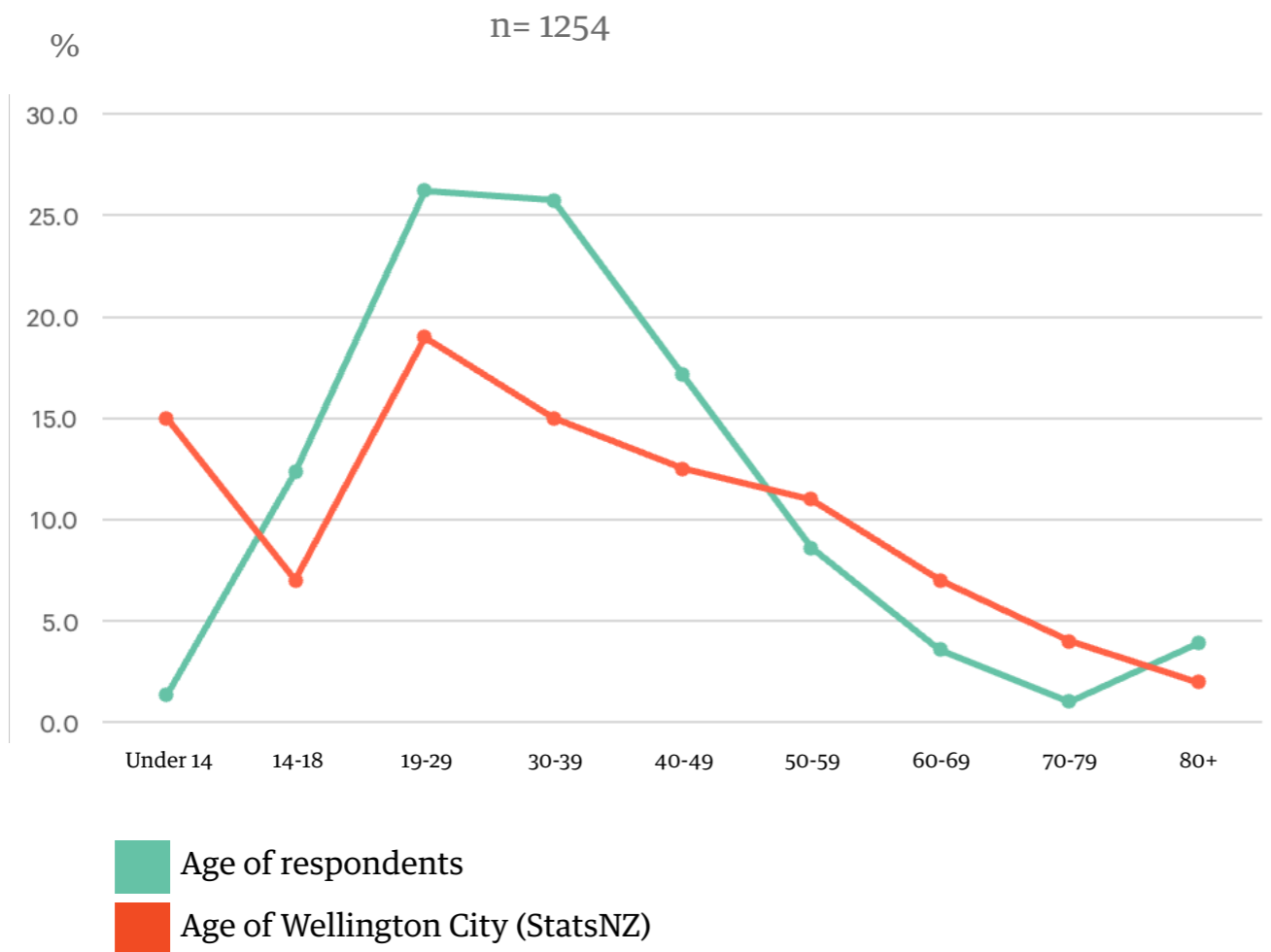
4% identified as Asian

1% identified as Middle Eastern / Latin American / African

8% specified another ethnicity

Age group

Please choose the age group you belong to:



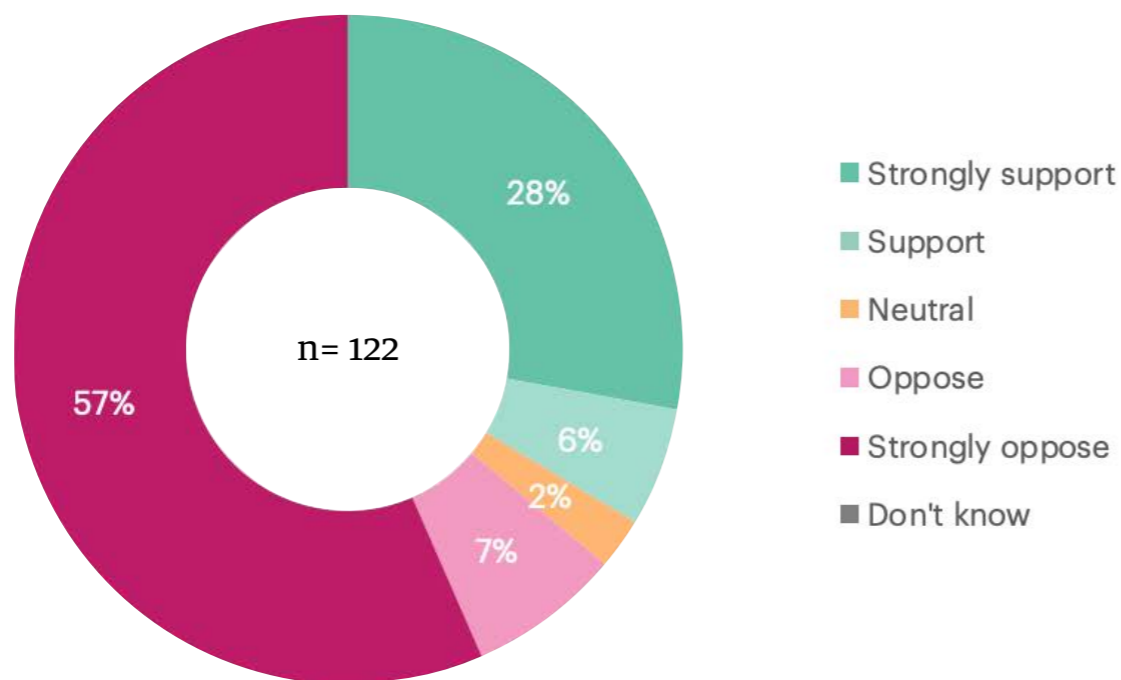
Organisations and schools we heard from

Cycling Action Network	Ted and Bitty
Spacecraft Architects Ltd	Harbour City Funeral Home
Doctors for Active, Safe Transport	Free Ride
Westpac Bank	Johnsonville Community Association
OraTaiao NZ Climate and Health Council	Safe Routes to Lyall Bay School
Waka Kotahi	The Salvation Army
Cycle Wellington	The Salvation Army, Kilbirnie Corps (church) & Family Store
Foodstuffs North Island	Dsport Incorporated
VUW Climate Clinic	Women in Urbanism Aotearoa
Parents for Climate Aotearoa	Greater Wellington Regional Council
Evans Bay Intermediate School (EBIS)	Countdown
Rongotai College	Lyall Bay School
Wellington Girls College	Destination KRL

Level of support from people who live with a disability or accessibility issue

Do you support the overall proposed changes to the Kilbirnie Connections area?

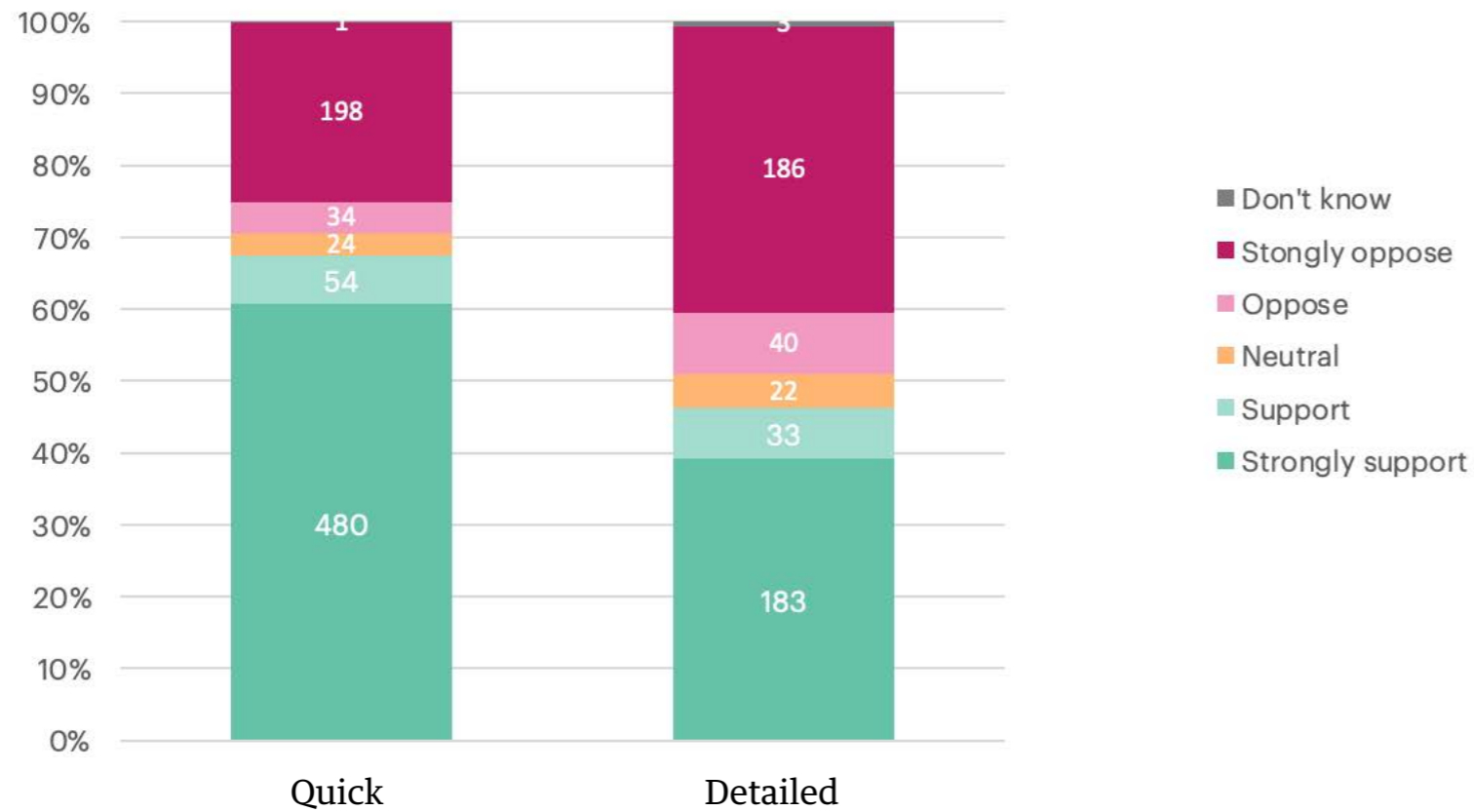
[These include traffic resolution TR62-23]



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

Overall support based on type of feedback

What did we hear?



Other engagement activities

Community drop-ins, events and school engagement

We hosted six drop-in sessions and events along the route during this consultation period. We engaged with approximately 600 - 700 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.

Drop-in sessions usually ran later than the indicated time. Our team would take time chat with people who arrived late and make sure they were given the information they required (Akau Tangi and Cobham Drive).

Community drop-in events were held at:

- March 9 - Cobham Drive, Evans Bay: 7am - 9am
- March 15 - Akau Tangi Sport Centre, Kilbirnie: 4pm - 6.30pm
- March 19 - Weetbix Triathlon, Kilbirnie Park: 8am - 12pm

School drop-in events were held at:

- March 8 - Evans Bay Intermediate - School Leaders Lunch
- March 21 - Rongotai College - Two Year 9 science classes

We also had a stand at the Go By Bike Day Breakfast on 14 March, which included a table for our consultation on Kilbirnie Connections and Thorndon Connections, as well as a table for the Botanic Gardens to the City Feedback.

We dropped flyers at multiple community venues including:

- Kilbirnie Library
- Kilbirnie Lyall Bay Community Centre
- Kilbirnie School
- St Patrick's Primary School
- St Catherine's College
- St Patrick's College
- Local churches, cafes, and local events throughout March such as Cupa Dupa.

Flyers were also given to an Elizabeth from the "Residents Association".

Community drop-ins, events and school engagement

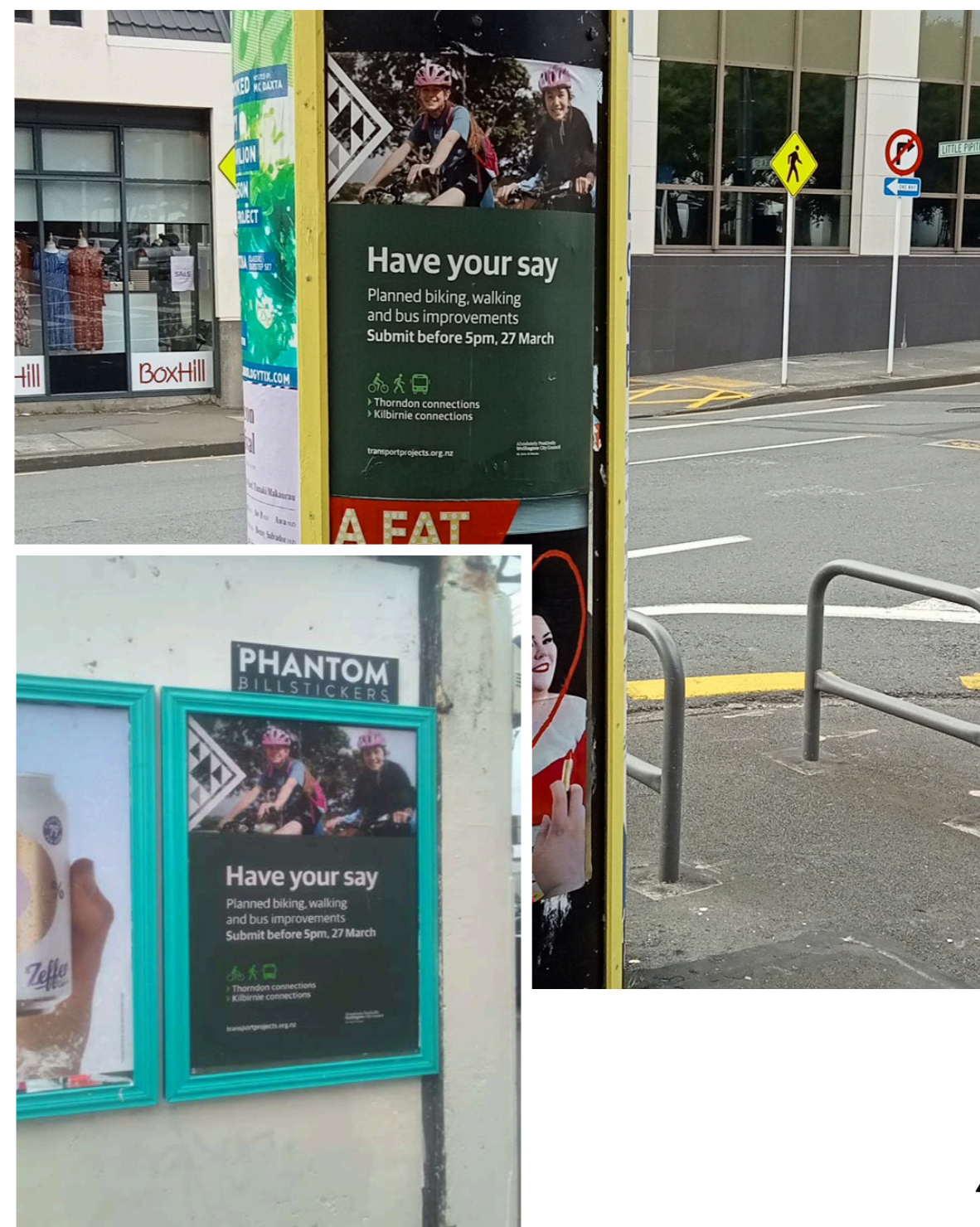


Promotion and advertising

The consultation was promoted through media, email, radio advertising, Dominion Post ad, billsticking, 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. We also used our official WCC social media accounts to share the consultation to relevant community social pages.

Community social pages also made their own posts about the consultation. At times, debate would become heated between community members. Wellington City Council is not always included in these discussions so there was limited opportunity to easily counter misinformation or moderate responses.



Appendix: theme definitions

Theme name explanations

Theme name	Explanation
Concern about loss of carparks	Comment expressing concern or opposition to the reduction in the number or availability of carparks (including when 'normal' parks are replaced with restricted parks such as for Mevo)
General support for the proposed changes	Comment showing general support for the proposed changes
General opposition to the proposed changes	Comment showing general opposition to the proposed changes (this includes generally negative comments and comments about the proposal being a waste of money)
Will make it safer	Comment suggesting that the proposed changes will make it safer for one or more groups of people
Focus on other things	Comment indicating WCC should focus on other projects or problems (such as fixing the pipes)
Lack of clear rationale or data to support changes	Comment suggesting there is a lack of data to support the proposed changes, also includes the belief that there are not enough people riding bikes to justify the proposed changes
Changes will increase congestion	Comment expressing concern that proposed changes will increase traffic and congestion
Criticism of WCC survey and/or communications	Comment containing criticism of the survey or WCC communications. For example words and images being unclear, or biased in favour of bike lanes (particularly common for questions relating to Kilbirnie 'low traffic neighbourhoods')
Scope of changes could be greater	Comment suggests that the proposed changes could be improved by doing more, for example: remove more carparks, extend the proposed bike lane further
Use alternate route for cycleway	Comment suggesting that alternative streets or routes should be used for the bike lane
Encourages mode shift	Comment suggesting that the proposed changes will encourage people to shift from using vehicles to walking, using bikes or taking the bus
Consider impact on emergency/service vehicles	Comment expressing concern about the movement and parking needs of emergency and service vehicles

Theme name explanations

Theme name	Explanation
Changes will benefit children/inexperienced cyclists	Comment suggesting the changes will make things better for children and/or inexperienced cyclists
WCC does not listen	Comment suggesting that Council does not listen or does not genuinely seek feedback in an unbiased way
Concern about safety	Comment expressing general concern about the safety of proposed changes (not about safety of the current situation).
Concern about impact on residents in the area	Comment expressing concerns about the impact that the proposed changes will have on people living in the area
Leave it as it is	Comment suggesting that the Council make none of the proposed changes and leave the area as it is
Consider impact on people with mobility/accessibility issues	Comment expressing concern that the proposed changes might make it worse for people with physical mobility issues or disabilities
Support for speed changes	Comment expressing support for the lowering of speeds to 30km/h
Good for pedestrians	Comment suggesting that the proposed changes will be good for people walking
Will connect the city	Comment suggesting that the proposed changes will connect with other changes happening around the city
Comments about changes to bus stops	Comment about changes to bus stops (expressing either support, opposition or unknown)
Make cycleway protected	Comment suggesting Council install a protected bike lane and/or do more to separate people on bikes from vehicles
More enforcement needed	Comment suggesting that Council needs to do more to enforce the road rules. For example, ensure people don't park in the bike lane

Theme name explanations

Theme name	Explanation
Concern about vehicle/bike conflict	Comment contains specific concerns that the proposed changes will result in unsafe interaction between people on bikes and vehicles
Concern about impact on and/or access to businesses	Comment suggesting that the proposed changes will have a negative impact on business (including difficulty for people accessing businesses)
Good for the community	Comment suggesting that the proposed changes will be good for people who live in the area (for example making the community more vibrant and attractive to live in)
Good for the environment	Comment suggesting that the proposed changes will have a positive impact on the environment
Improve public transport	Comment suggesting that Council improve public transport (in addition or instead of proposed changes). This includes improving the reliability and coverage of the bus system