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## **KARORI CONNECTIONS WALK, BIKE AND BUS IMPROVEMENTS - TRAFFIC RESOLUTION APPROVAL**

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### **Kōrero taunaki | Summary of considerations**

#### **Purpose**

This report to **Koata Hātepe | Regulatory Processes Committee** recommends the committee adopt a traffic resolution to enable the Karori Connections project to be installed as part of the accelerated delivery of Paneke Pōneke, the Wellington Bike Network Plan (adopted by council in March 2022).

#### **Strategic alignment with community wellbeing outcomes and priority areas**

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy

#### **Strategic alignment with priority objective areas from Long-term Plan 2021–2031**

- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

#### **Relevant previous decisions**

The Long-term Plan 2021–2031 (v2, p47) identified key transport issues associated with increasing demand and constrained corridors. It concluded that “limited road space must be shared between transport modes.”

As part of the Long-term Plan 2021–2031, the Council provided \$226 million over 10 years to deliver a connected bike network. This included \$52 million brought forward to accelerate a rapid roll-out of the network in years 1–3.

In March 2022, the Council adopted Paneke Pōneke, the Wellington Bike Network Plan, alongside a strategic traffic resolution that confirmed the streets making up the bike network. These streets include Glenmore Street, Chaytor Street and Karori Road.

In August 2020, Council approved the Parking Policy, which sets out the principles and priorities for these proposed changes.

In December 2019, Greater Wellington Regional Council (GWRC) and Wellington City Council published the Bus Priority Action Plan, which has informed most of the bus improvements in Karori Connections.

The proposed changes include 10 Lets Get Wellington Moving (LGWM) targeted improvements (traffic calming, pedestrian crossings and bus route improvements), which were approved by Council in 2021.

**Significance**

The decision is **rated medium significance** in accordance with schedule 1 of the Council’s Significance and Engagement Policy. The Karori Connections project involves changes to existing roads as opposed to building new roads or making citywide changes, which are considered ‘high’ significance.

**Financial considerations**

- Nil
 |  Budgetary provision in Annual Plan / Long-term Plan
 |  Unbudgeted \$X

- Council funding for this project has been approved as part of the Long-Term Plan.
- Funding has also been approved from the national Climate Emergency Response Fund (CERF).
- Karori Connections also includes \$791,000 worth of complementary LGWM-funded Targetted Improvements, which were planned before Karori Connections was conceived.
- The cost share from the funding parties is estimated to be 22% from CERF, 51% from Wellington City Council, 7% from GWRC and 20% from LGWM.

**Risk**

- Low
 |  Medium
 |  High
 |  Extreme

- This project contributes to the mitigation of two of Wellington City Council’s strategic risks: inadequate climate change response and inadequate strategic planning. The project is designed to improve the health and safety of people using these streets, but changes to car parking availability are likely to cause concern for some people. The car parking changes are considered to have moderate and localised impacts. These changes are envisaged and enabled by the Parking Policy.

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## **Taunakitanga | Officers' Recommendations**

Officers recommend the following motion:

That the Koata Hātepe | Regulatory Processes Committee:

- 1) Receives the information.
- 2) Notes the submissions.
- 3) Notes the consultation summary and responses to themes and design feedback shown in Attachments 1 and 2.
- 4) Agrees to the following changes to the Karori Connections Traffic Resolution on Glenmore Street (1.7 km):
  - a. Move the car parking from the Botanic Garden side of Glenmore Street to the residential side of the road. This will involve removing 38 Coupon car parking spaces outside the Botanic Gardens and reinstating 46 car parking spaces on the residential side of Glenmore Street from Garden Road down to the Botanic Gardens entrance.
  - b. Change the five Coupon Parks closest to the Botanic Gardens entrance (outside 26 Glenmore Street) to P180, 8am – 8pm carparks to provide for visitors to the gardens.
  - c. Change the Give Way intersection where Garden Road meets Glenmore Street to a Stop intersection to improve safety.
  - d. Change 5.5 metres of No Stopping At All Times lines to one Residents car park at 80 Glenmore Street.
  - e. Change the in-lane bus stop opposite Orangi Kaupapa Road to a kerbside bus stop to reduce the impact on traffic flow. (This is deemed acceptable as traffic speeds will be lowered to 30 km/h by the new raised pedestrian crossing just before the bus stop.)
  - f. Change five Coupon car parks to five Residents car parks at 130 to 134 Glenmore Street.
  - g. Remove the three proposed new coupon car parks opposite 185 Glenmore Street and install eight P180 residents exempt carparks on the residential side of the road below 171 Glenmore Street.
  - h. Designate 50 metres of footpath below 171 Glenmore Street as a shared path, to enable eight carparks to be reinstated for residents (see above). Note that this footpath is seldom used as it ends just beyond 185 Glenmore Street and eight dwellings on this section do not have off-street parking and the remaining on-street parking is over 200 metres away.
  - i. Build two indented carparks on the un-used stub of footpath adjacent to 183 Glenmore Street and designate them as P120 carparks.
- 5) Agrees to the following changes to the Karori Connections Traffic Resolution on Chaytor Street (0.95 km):
  - a. Install 12 metres of No Stopping At All Times lines beside Appleton Park opposite Raroa Cres to improve sightlines leading into the dangerous Chaytor/Raroa/Curtis intersection.

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- b. Move the bus stop at the northern end of Appleton Park back (south) by 5 metres to create space between cyclists exiting the park and buses pulling out of the bus stop.
  - c. Install 13 metres of No Stopping At All Times lines between the two garages at 50 – 52 Chaytor Street to improve sightlines for drivers exiting the garages.
  - d. Remove 6 metres of No Stopping At All Times lines outside 64 Chaytor Street to allow for more unrestricted parking.
  - e. Remove 5 metres of No Stopping At All Times lines outside 68 Chaytor Street to allow for more unrestricted parking.
  - f. Remove 5 metres of No Stopping At All Times lines outside 74 Chaytor Street to allow for more unrestricted parking.
- 6) Agrees to the following changes to the Karori Connections Traffic Resolution on Karori Road from Chaytor Street to Karori Mall (1.1 km):
- a. Retain the existing intersection layout on the Chaytor Street/Karori Road signalised intersection. (Following the GWRC articulated bus trial, changing the intersection was considered unnecessary. This means the number of lanes leaving Karori will not be reduced from two to one, allaying concerns about traffic congestion.)
  - b. Move the transition from shared path to cycle lane outside 95 Karori Road forward by 4 metres to create more space from the bus stop.
  - c. Retain the existing right-turn lane at the Homewood Avenue/Karori Road intersection to address concerns about traffic congestion. This will require removing 20–30 metres of separators and narrowing the cycle lane.
  - d. Build a 1-metre-wide bus platform at the Karori-bound bus stop in Marsden Village, outside 139 Karori Road to make it easier for buses to pull into the stop and enable the car park in front of it to be retained (see below).
  - e. Remove 5 metres of the proposed No Stopping at All Times line and retain the P30 car park outside 143 Karori Road.
  - f. Remove 6 metres of the proposed P10 during school drop-off/pick-up times outside 164 Karori Road, to retain more unrestricted car parking.
  - g. Change the remaining four P10 during school drop-off/pick-up times car parks opposite Samuel Marsden Collegiate School (and adjacent to 164 Karori Road) to P15 during school drop-off/pick-up times to give parents more time to drop their children off.
  - h. Change the ten proposed P10 during school drop-off/pick-up times car parks below Samuel Marsden Collegiate School (181 Karori Road) to P15 during school drop-off/pick-up times to give parents more time to drop their children off.
  - i. Reduce the two lanes exiting Campbell Street onto Karori Road to one lane to improve visibility of pedestrians crossing Campbell Street and the safety of cars waiting to turn onto Karori Road. Accompany this change with a kerb buildout on the corner to slow traffic speeds.

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- 7) Agrees to the following changes to the Karori Connections Traffic Resolution on Karori Road from Karori Mall to Karori Park (1.4 km):
- a. Change the three P60 car parks outside 4 Raine Street to P30 car parks for nearby businesses.
  - b. Change the two unrestricted carparks outside 12 Raine Street to two P60 car parks for nearby businesses.
  - c. Move the proposed taxi stand on Parkvale Road to 250 Karori Road (behind the bus stop outside Karori Mall) and increase it to two taxi parks. Make these parks a clearway from 7–9am.
  - d. Change one P30 car park into a P5 ‘drop-off’ zone park by the Karori Bridge Club building, which is used for many community gatherings.
  - e. Change 27 metres of P30 car parks outside 282 Karori Road to 27 metres of P10 car parks to encourage higher turnover in front of the bakery and takeaway shops.
  - f. Remove the in-lane bus stop opposite St Teresa’s School to reduce traffic impact on traffic flow. This is deemed acceptable as the bus stop is immediately after a raised pedestrian crossing, which will slow traffic to 30km/h.
  - g. Replace four unrestricted car parks with four P10 car parks from 8–9am and 3–4pm Mon – Fri during the school term at the Karori Road end of Monaghan Avenue.
  - h. Retain five carparks outside the council apartments at 312 Karori Road, as these apartments do not have off-street parking. Indent these carparks into the wide footpath, so that a buffered cycle lane can be painted to allow cyclists to pass parked cars safely.
  - i. Remove the in-lane bus stop at 340 Karori Road, next to the dentist to reduce impact on traffic flow. This will require ending the separated cycleway from 342 – 336 Karori Road. This is deemed acceptable as there is a wide painted median here, which vehicles can use if a cyclist is riding around a stopped bus as the vehicles approach.
  - j. Stop the cycleway and replace one existing unrestricted car park with a 9am – 5pm P120 mobility car park, clearway from 5pm–9am, outside 338 Karori Road (Singleton Dentist).
  - k. Stop the cycleway and replace one existing unrestricted car park with a 9am – 5pm P5 drop-off carpark, clearway from 5pm–9am, outside 338 Karori Road (Singleton Dentist).
  - l. Move the bus stops outside Karori Park to the east by approximately 100 metres to provide better bus stop spacing. Karori Park users will be served by the new bus stop at the eastern end of Karori Park (near the Karori Park Dairy).
  - m. Install 9 metres of No Stopping At All Times Lines behind the bus stop at 415 Karori Road to improve buses’ access to the stop.
- 8) Agree to consult on extending the 30km/h speed zone on Karori Road from Marsden Village to Karori Mall and on to St Teresas School by 298 Karori Road.

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- 9) Adopt the Traffic Resolution set out in Attachment 3, incorporating the changes set out in recommendation 4.

### **Whakarāpopoto | Executive Summary**

6. This report recommends the Koata Hātepe: Regulatory Processes Committee adopt a traffic resolution to enable the installation of the Karori Connections proposed bike, bus and pedestrian improvements. The bike improvements are part of the accelerated delivery of Paneke Pōneke, the Wellington Bike Network Plan, adopted by council in March 2022.
7. The bus improvements are part of the Bus Priority Action Plan and are being adopted in partnership with Greater Wellington Regional Council (GWRC).
8. Several of the pedestrian improvements have been developed alongside Let's Get Wellington Moving (LGWM) and will be funded through their Targeted Improvements programme.
9. If the traffic resolution is approved, following installation of the improvements, a feedback and evaluation phase will be undertaken, which may result in modifications.
10. In addition to the community engagement that has occurred since April 2023, public consultation on the traffic resolution was undertaken between 12 September and 8 October 2023. All submissions are available for review, and a consultation summary is provided in Attachment 1.
11. In total, 1468 submissions were received through the Wellington City Council online form, paper form or directly by email.
12. 54% of submitters that completed our form supported or strongly supported the proposal, 41% were opposed or strongly opposed, and 4% were neutral.
13. A recently formed group called Shared Spaces Karori developed, administered and submitted 1228 opposition forms of their own. The group strongly oppose parking removal, bus stop rationalisation and the installation of cycle lanes. They support raising existing pedestrian crossings, installing new pedestrian crossings, building a shared path through Appleton Park and slower traffic speeds in retail areas. The form did not provide options to express support for cycle lanes or bus stop rationalisation.
14. A number of people who made a submission through the council process also signed the Shared Spaces Karori form. It is hard to know how many double-ups there are due to the limited information collected by the Shared Spaces Karori form.
15. The Committee heard oral submissions on the 8<sup>th</sup> and 10<sup>th</sup> of November 2023 and a summary report of those submissions is set out in Attachment 4.
16. There was a range of views on the proposals: some residents and visitors to the Botanic Gardens and Karori Park, in particular, were concerned about the loss of car parking spaces. People who cycle or want to cycle the route thought it would be a good improvement on the current situation, although others felt the proposal did not go far enough to make cycling safe and attractive and wanted cycleways on both sides of the road. In particular, young people, less confident adults or adults riding with children felt more protection is needed. Some stated that loss of car parks, concrete separators, and in-lane bus stops would make it more difficult for those with accessibility issues,

families with young children and the elderly. Some people were concerned that the raised pedestrian crossings and in-lane bus stops would cause traffic congestion. Others felt that people should cycle on back streets via Friend Street rather than the main Karori Road.

17. Council officers have considered all matters raised in the submissions and have recommended the Committee adopt the traffic resolution with approximately 50 amendments to address concerns and suggestions raised during consultation.

### **Takenga mai | Background**

18. This project is part of the council's decision to deliver a rapid roll-out of the bike network as part of the Long-term Plan, and as foreshadowed in the adoption of Paneke Pōneke, the Wellington Bike Network Plan in March 2022.
19. This route is also part of the busiest bus route in Wellington – the No. 2 Bus Route. In August 2024, it had an average of 3,400 bus passengers per weekday.
20. This proposal includes delivery of improvements identified in the Bus Priority Action Plan (approved by Council in December 2019).
21. Delivering a connected bike network and improving the bus network are critical to the council's climate action plan, which has a strong focus on urgently reducing transport emissions, the largest contributor to the city's carbon footprint.
22. This project connects to the Botanic Garden ki Paekākā to city cycleway, which opened in April 2023 and will complete the full route into the city from Karori.
23. Karori is Wellington's largest residential suburb and is 20–30 minutes by bike or bus from the central city. At the 2018 Census (which is the latest census we have data for), 4.5% of Karori residents cycled to work, 10.7% walked or jogged, and 22% took the bus, 49.5% went by private/work vehicle, and 9.8% worked at home.
24. In 2017, Wellington City Council and Karori residents participated in a vision setting project called *The Karori Project*. A vision for the future of Karori was developed that included "living and leading a low-carbon future" and reducing the community severance caused by high traffic volumes on the main road.
25. While this report focuses on the primary route through Karori (along Karori Road), we remind the Committee that three secondary cycling routes in Karori were approved earlier in 2023 and installation began on them in November. These secondary routes involve minor changes on South Karori Road, Birdwood to Braithwaite streets and Karori Park to Marsden Village via back streets such as Friend Street.
26. This report only concerns the primary route: along Glenmore Street, Chaytor Street and Karori Road, which is the most direct route and connects to the largest number of destinations, including: four schools, two shopping centres, a regional sports park, the Makara Peak Mountain Bike Park, the swimming pool, the recreation centre and the library. Currently 74% of cyclists riding through Marsden Village in the city-bound direction have ridden along Karori Road, and 26% have ridden via Friend Street.
27. The Karori Connections project team has worked in close partnership with GWRC to develop the No. 2 bus route recommendations listed in the Bus Priority Action Plan. In

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conjunction with an increase in the number and size of buses, this project seeks to double bus passenger capacity into and out of Karori.

28. In February 2023, an iterative design process commenced with a technical working group to develop preferred options for the various sections of the Karori Connections primary route. A long list of options was shortened early on, discounting options that were out of scope for a transitional, quick-build approach (e.g., extensive kerb relocations) or did not meet minimum design standards. A short list of options was then assessed through a multi-criteria analysis.
29. The main improvements for pedestrians are the raising of all eight existing zebra crossings, the addition of two new raised zebra crossings on Karori Road, the addition of two new raised courtesey crossings on side streets near Karori Mall, and the addition of two median refuge crossing points. Traffic speeds will also be calmed through the main shopping areas. A new shared path through Appleton Park will enable people to enjoy the park in all seasons.
30. Given the high traffic volumes, and high differential speeds between people on bikes and in vehicles, the preferred option for people cycling has been to provide separation in the uphill direction, wherever possible. In the downhill direction, where speed differentials are lower, the general approach has been to retain most car parks and accept that people will cycle in the traffic lane. The proposed shared path in Appleton Park provides an off-road solution through this flat section that minimises disruption to a timed bus stop (ie, where a bus may wait for a few minutes to realign with its schedule) and enables the retention of most of the on-street parking in the area.
31. Bus improvements include lengthening bus stops to allow either two buses or an articulated bus at any given stop. There are plans to introduce articulated buses to the No. 2 bus route in 2025/26 to increase capacity. Where necessary, car park spaces have been removed to enable buses to pull in and out of bus stops and get closer to the kerb to improve passenger accessibility. Two in-lane bus stops are proposed, which prioritise bus travel times over general traffic and improve safety for people cycling by directing cyclists to the footpath side of the stopped bus. Traffic lanes will be widened where necessary (ie, on the Glenmore Street horseshoe bend and on narrow sections of Karori Road, such as outside Samuel Marsden Collegiate School). Furthermore, providing uphill separated cycle lanes will free up the flow of other traffic, including buses, which will no longer be held up by slow cyclists.
32. This is one of the more dangerous transport routes in Wellington. From 2011 to 2022, there were 318 reported vehicle accidents (Waka Kotahi Crash Analysis System, CAS data) along the route. Of these, 36 involved people cycling and 19 involved people walking. A study by Auckland Transport showed that, from 2016 to 2019, there were seven to eight times as many pedestrian and cyclist crashes requiring hospitalisation than were reported in CAS. Therefore, it is likely that the number of reported accidents is lower than the actual number.
33. If approved, the cycle lanes will be delivered using materials that can be modified (primarily road markings and separators). A feedback phase will open after installation and tweaks will be made as required.



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## **Kōrerorero | Discussion**

34. The proposed designs have been developed by technical experts with input from public engagement and consultation. While they do not provide a perfect solution, they are a significant improvement on the current state, in terms of aligning with Council strategic objectives, and can be delivered in a short timeframe, accommodating time for residents and visitors to adapt to the changes.
35. In all, 54% of submitters strongly supported or supported the overall proposed street changes while 41% either opposed or strongly opposed.
36. The dominant supportive themes raised in submissions related to improving the safety and attractiveness of cycling infrastructure to help more people feel confident to take up regular cycling. There was also support for raised pedestrian crossings, especially to make areas outside schools safer and improve walkability in the business districts of Karori.
37. A significant number of submitters wanted the cycle lanes to be safer, by increasing the amount of separation and providing facilities in both directions. Some submitters pointed out that riding downhill at 50 km/h is too scary for many people. However, even if all parking were removed, there would still not be enough road space to provide separated cycleways in both directions. Considering the speed differential between cyclists and motorists is far greater in the uphill direction, it was decided to provide cycle lanes in that direction only.
38. Many submitters commented on the high traffic speeds along Karori Road. Some submitters were concerned about the safety of pedestrians, particularly in the Marsden and Karori business districts. Others felt that cycling downhill with fast traffic was scary and would suppress uptake of the uphill cycle lanes. In response, officers recommend going back to the community in early 2024 to consult on extending the 30 km/h speed zones at Marsden Village and the main Karori shopping area to include nearby schools.
39. Some submitters stated that public transport wasn't good enough to be a viable alternative to using a car, and others wanted the buses to be prioritised over bikes. The Karori Connections project has been developed in partnership with GWRC and includes many improvements for bus transport. These include increasing the distance between stops on Karori Road and Glenmore Street to be closer to 400 metres apart (2.5 minutes' walk from the centre) so that bus trips are faster; increasing road widths where they are too narrow for buses to move with ease; lengthening the bus stops so that two buses or articulated buses can fit and it is easier for buses to drive in and out of them; increasing the hours of operation of the bus lane on Glenmore Street from 4pm–6pm to 24 hours, seven days a week; and implementing in-lane bus stops, which mean buses do not need to wait to re-enter the traffic flow. GWRC are also increasing the number of buses on the No. 2, 18, 33 and 34 bus routes. At the time of writing this paper, the No. 2 bus runs to/from Karori every 7.5 minutes throughout the day, with services operating from 5:30 am to midnight. It is already the most frequent bus service in Wellington. From 29 January 2024, capacity for an additional 816 commuters from Karori will be added in the morning peak.
40. While some submitters supported the bus stop changes, others had concerns that in-lane stops would hold up traffic. In response, we are recommending removing three of

the five proposed in-lane stops, and only retaining the two in-lane stops that are of highest value to bus efficiency and the safety of pedestrians and cyclists. These two stops are outside the Botanic Gardens, and on Karori Road approaching the Donald Street intersection.

41. Some people wanted bus lanes to be installed on Karori Road and did not want the 280-metres section of narrow downhill bus lane on Chaytor Street to be removed. However, some sections of Karori Road (i.e., between Eagle and Morley streets) are simply not wide enough to install bus lanes, even without a cycle lane. Other sections would require removing car parks from both sides of the road. On Chaytor Street, bus drivers have found that the existing downhill section of bus lane is too narrow to be effective, and they prefer to use the main traffic lane. GWRC suggested the bus lane be removed and the space reallocated to provide an uphill cycle lane so uphill traffic, including buses, does not get held up by cyclists travelling up the hill much slower.
42. Concerns have been expressed about the removal of individual bus stops as part of the bus stop rationalisation. While it is understandable that some people want to walk as little as possible to catch the bus, every stop extends the bus journey time. The ideal distance between bus stops is 400 metres. The first bus stop after Karori Mall is 160 metres away, and the one after that is only 95 metres away. Metlink have advised us this is the closest bus stop spacing in Wellington City. Based on feedback, an amendment proposes moving the Karori Park bus stops closer to Tringham Street, which would result in 300-metres spacing between the first few stops.
43. The most common reason submitters opposed the project was the removal of car parks, most specifically outside the Botanic Gardens and Karori Park and along Karori Road. The design that was consulted on had minimised the reduction of car parking by only having uphill cycle lanes, proposing nine indented car parks on Glenmore Street and taking the cycle lane through Appleton Park. There has been very little removal of car parks outside businesses.
44. Based on feedback received through consultation, further amendments are proposed in this paper to mitigate specific car parking concerns raised during consultation. These include:
  - a) Modifying the cycleway on Glenmore Street to retain 16 existing carparks.
  - b) reinstating three unrestricted car parks outside houses on Chaytor Street.
  - c) Modifying a bus stop in Marsden Village and retaining one P20 carpark.
  - d) Changing 14 proposed P10 carparks to 14 P15 carparks outside Samuel Marsden Collegiate School
  - e) Modifying the cycleway outside apartments at 312 Karori Road to retain five carparks.
  - f) Modifying the cycleway to install a mobility car park and a drop-off park directly outside Singleton Dental on Karori Road.
45. A strong theme was opposition to the removal of car parks for visitors to the Botanic Gardens and the design that had concrete separators between car parks and the proposed cycleway. There are currently 138 car parks on Glenmore Street adjacent to the Gardens, and following installation there would be 53 car parks. Apart from the

remaining car parks on Glenmore Street, there are several car parking facilities within 800 metres of the Gardens, including car parks at the Rose Gardens, at the top of the Cable Car and under the motorway beside the Cable Car. The Botanic Garden is also well served by bus, train, cable car and now bike and scooter. Nonetheless, two amendments are proposed to mitigate the concerns raised by submitters: moving the car parks to the residential side of the road, increasing the number of parks available by eight and removing the need for people parking to cross the cycle lane, and designating the five car parks closest to the Botanic Gardens entrance as P180s from 8am – 8pm.

46. Some submitters wanted the cycleway to go through the Botanic Gardens or up the footpath outside the Botanic Gardens. Others strongly opposed these suggestions. Both options are too long and too busy to provide safe and comfortable sharing between pedestrians and cyclists. Furthermore, under the Botanic Gardens of Wellington Management Plan 2014, bicycles are specifically excluded from all areas of the gardens except the Lady Norwood Rose Garden sealed driveway and the designated route between Upland Road and Salamanca Road.
47. Submitters also raised concerns about lack of car parking near Karori Park on sports days. There are 480 car parks within 200 metres of Karori Park (200 metres takes an average person 2.5 minutes to walk). Removing 56 of these car parks would be a reduction of 12% of the available car parks. This parking removal can be mitigated in several ways. With improved bike, bus and walking options in the area, people who live locally will have alternatives to driving. The Parks, Sports and Reserves division of council plans to introduce time-restricted car parking at Karori Park in late 2024 / early 2025 to ensure that the 110 off-street car parks at Karori Park are used efficiently. The Council behaviour change team are also working with sports trusts and clubs to encourage more sustainable transport options to sport.
48. Samuel Marsden Collegiate School submitted that they did not want car parks removed from outside their main entrance on Karori Road, and instead suggested a clearway during school drop-off / pick-up times. The traffic lanes on Karori Road outside the school are proposed to be widened as part of this project to provide the minimum width for buses of 3.2 metres. This means there will no longer be enough width for the existing car parks. The school currently only has two P10 drop-off / pick-up car parks outside the Karori Road entrance and after installation will have 14 P15 drop-off / pick-up spaces within 150 metres from the school entrance. Approximately 40 unrestricted carparks will be removed within 150 metres of the main school entrance. There are five entrances to the school. Drop off and pick up can also occur on the adjacent side streets of Donald St, Marsden Ave and Vera St. The proposed street changes will make it easier for students to access the school by foot and bike. The nearest bus stop is 200 metres from the main entrance, at the Marsden Village shops.
49. Some submitters wanted the cycle routes to be off the main road as much as possible, and they generally supported the shared path through Appleton Park.
50. A clear theme was that the cycleway should follow back streets on the northern side of Karori Road from Karori Park to Marsden Village instead of along Karori Road. This route is 500 metres longer than Karori Road, which is partly why most bike commuters do not, and would not, follow it. Furthermore, it doesn't go to key destinations such as the shops, schools, swimming pool, community centre or library. For these reasons,

most people prefer to travel along Karori Road, whether it be by bike, car or foot. This back route also does not provide well for people who live on the southern side of Karori Rd.

51. Residents within the suburb of Karori were concerned about the loss of parking both in the business district and in the residential areas. There are very few changes being made to the time-restricted parks in the business areas. Following the amendments in this paper, only one unrestricted car park on Hatton Street will be removed in Marsden Village to make room for six bike parks. And only five time-restricted car parks will be removed on Karori Road – four outside Karori Mall to make room for taxi stands and a new raised pedestrian crossing, and one for the uphill cycle lane outside Subway. Regarding residential areas, 90 percent of properties on Karori Road have off-street parking, and there will be 80 unrestricted car parks and five P24 car parks remaining. Side streets off Karori Road also provide plenty of opportunities for car parking.
52. There is a narrow section of Karori Road between Eagle Street and Morley Street where all parking would be removed. In the middle of this section is a block of council flats at 312 Karori Road, which has no off-street parking. As the footpath is 3.5 metres wide outside this block of flats, an amendment is proposed to create 20 metres of indented car parking spaces, which would fit up to five cars.
53. In addition to the 38 amendments that require traffic resolution changes listed under Officers' Recommendations, there are several other minor changes that do not require traffic resolution changes. For example, changes on Glenmore Street include painting a flush median approaching the right turn to Garden Road to provide a safer space for turning cyclists to wait; installing a raised median outside 148 Glenmore Street to improve the safety of pedestrians crossing to The Rigi; and widening the cycle lane around the hairpin bend from 1.4 metres to 1.7 metres to provide more space between cyclists and buses.
54. Changes on Chaytor Street include: incorporating the Chaytor St / Curtis St / Raroa Rd minor safety improvements into the delivery of Karori Connections; installing a park bench beside the shared path through Appleton Park; and sealing a short section of gravel drive from the Appleton Park shared path to the footpath near Curtis Street.
55. Changes on Karori Road include installing a speed cushion on Karori Road just before Lancaster Street to slow traffic heading into the shopping area; adding separators to 20 metres of cycle lane on Karori Road opposite Donald Street; adding an advance stop box (ASB) to the northbound right-turn lane at the Karori Road / Donald Street signalised intersection; and building a shelter at the new bus stop by Karori Park Dairy.
56. Due to the concerns raised by some residents in Karori, officers are recommending an option for the cycleway from Karori Mall to Karori Park not to be installed until 2025. This would give GWRC time to increase the capacity of the bus service ahead of car park removal, Wellington City Council time to introduce time-restricted car parking in Karori Park and residents and visitors time to prepare for the changes well in advance.
57. The Karori Connections primary route budget is estimated to be \$3.9m. Approximately 16% of the budget is for bus improvements, 29% is for pedestrian improvements and 55% is for cycle improvements. These percentages will be confirmed once the full cost estimates are completed.

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## **Kōwhiringa | Options**

The following options are considered to be those that are reasonably practicable for the achievement of the objective to deliver this section of the Wellington Bike Network.

58. The preferred option is to progress the traffic resolution with the proposed amendments but delay the installation of 1 kilometre of the cycleway from Karori Park to St Teresas School (301 Karori Road) until 2025. This would give GWRC an extra year to further increase bus capacity. It would give the council time to consult on time restrictions to the car parks within Karori Park. It would also give the public time to adjust to the pedestrian and bus changes. The design compromises included in the proposed changes along Glenmore Street, Chaytor Street and Karori Road are considered appropriate for the interim nature of the transitional programme.
59. Alternatively, there is an option to approve the traffic resolution as designed, with amendments as outlined in this report, and complete the full implementation of Karori Connections in 2024 as programmed.
60. There is an option to not install 2 kilometres of the uphill cycleway on Karori Road, from Karori Park to Marsden Village. People cycling would be directed onto the secondary route through Karori Park and along back streets including Friend Street to Marsden Village. Officers do not recommend this option however, as the majority of people would not cycle this back route as it is less direct and does not connect to key destinations. It would also fail to deliver this section of the bike network.
61. There is an option to only deliver the bus and pedestrian improvements. This option is not recommended as it fails to deliver on the commitments in the Long-Term Plan, Climate Action Plan and the objective of the project. It would leave a significant gap in the bike network, limit cycling uptake and would likely result in the CERF funding being withdrawn.
62. Lastly, there is an option to not install the Karori Connections project at all and engage in another round of public consultation in the future. This option is not recommended as it fails to deliver on the commitments in the Long-Term Plan, Climate Action Plan and the objective of the project. It would leave a significant gap in the bike network, limit cycling uptake and fails to maximise the central and regional government funding on offer through the Climate Emergency Response Fund and other transport budgets.

## **Whai whakaaro ki ngā whakataunga | Considerations for decision-making**

### **Alignment with Council's strategies and policies**

63. These improvements increase the transport network's capacity by making it a safer, easier and more appealing option to get around by bike and on foot, and by enhancing public transport levels of service, and therefore delivering on the Long-Term Plan's preferred approach to increased demand on a constrained transport network. These improvements are part of delivering on Paneke Pōneke, and are consistent with the Council's Parking Policy, the Spatial Plan, Te Atakura, the Bus Priority Action Plan and the Regional Land Transport Plan.

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## **Engagement and Consultation**

64. Consultation on Paneke Pōneke was conducted from 2 November to 14 December 2021. Paneke Pōneke was adopted in 2022, incorporating feedback from the public and confirming which streets are included in Wellington's strategic bike network.
65. In October 2021, once approval was given to start the first two transitional projects, a technical working group was established to review and provide feedback on all transitional project designs. This group includes Let's Get Wellington Moving, Waka Kotahi, Greater Wellington/Metlink, Cycle Wellington, Living Streets Aotearoa, and the Accessibility Advisory Group.
66. In April 2023 a baseline survey was conducted, with letter drops to all residents along the Karori routes. Over 400 responses confirmed that people who cycle were unhappy with the primary route. Meetings were then arranged for key residential stakeholders, the Karori Business Improvement group, and all schools in Karori. Council officers also organised an early community workshop in Kaori and an accessibility workshop.
67. In addition to the community engagement that has occurred since April 2023, public consultation on the traffic resolution was undertaken between 12 September and 8 October 2023. This consultation included four public meetings – one on Glenmore Street and three in Karori.
68. Council officers also met with key entities to ensure they were fully informed. These entities included Foodstuffs, TitanNZ (oversize vehicles), Karori Park sports club, clusters of residents who have no off-street parking, and Friends of Botanic Gardens.
69. In total, 1468 submissions were received through the Wellington City Council online form, paper form or directly by email.
70. 54% of submitters supported or strongly supported the proposal, 41% were opposed or strongly opposed, and 4% were neutral.
71. All submissions are available for review and a consultation summary is provided in Attachment 1.
72. An opposition group called Shared Spaces Karori developed and administered a paper form and gathered 1,228 responses. The form did not require contact details to be provided, did not offer options to express support for cycle lanes or bus stop rationalisation and did not provide an opportunity for people to express their views on the proposal as a whole.
73. The Committee heard oral submissions on the 8<sup>th</sup> and 10<sup>th</sup> of November 2023 and a summary report of those submissions is set out in Attachment 4.

## **Implications for Māori**

74. Officers have been developing a partnership with mana whenua through the Mana whenua steering group.
75. Mana whenua have gifted the guiding narrative of Tupua-horo-nuku, Tupua-horo-rangi and developed a cultural overlay for Paneke Pōneke. Mana whenua are developing a whārariki – a woven mat of story panels or markers, tied together by the network. Officers have been working with mana whenua artists to identify and mark sites of significance and interest along the bike network routes.

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76. The mana whenua artists have gifted patterns and design advice that will be incorporated into storytelling opportunities along the route, in print and online.
  77. If adopted by the Council, mana whenua has expressed interest in tikanga around blessing and opening the routes when they are installed.

### **Financial implications**

78. The Long-Term Plan 2021–2031 has provided \$226 million CAPEX over 10 years for the development and delivery of the strategic bike network, including \$52 million that was brought forward into years 1–3 to accelerate delivery.
79. The budget for the Karori Connections project is approximately \$3.9 million. Taking into consideration funding partner shares, the council share is estimated to be \$2,000,000. This will be confirmed following amendments being approved and the costs being finalised.
80. There is sufficient CAPEX budgeted in the current Long-Term Plan to enable this project to be delivered.
81. Funding has also been approved from the national Climate Emergency Response Fund.
82. Karori Connections also includes \$791,000 worth of complementary LGWM-funded Targetted Improvements, which were planned before Karori Connections was conceived.

### **Legal considerations**

83. The Committee is able to determine the traffic resolution under the Land Transport Act 1998, and the Traffic and Parking Bylaw 2021. The proposal has been engaged on with the community in accordance with its medium significance.
84. If the committee supports progressing further speed reductions along Karori Road then officers would go back out to the community to consult on these in early 2024.

### **Risks and mitigations**

85. This project contributes to the mitigation of two of Wellington City Council's strategic risks: inadequate climate change response and inadequate strategic planning.
86. The project is designed to improve the health and safety of people using these streets but there is some opposition from those who currently use the on-street parking on Glenmore Street and Karori Road. Officers have worked with businesses and residents to mitigate the impact of reducing on-street car parking as much as possible while ensuring the project still meets its objectives. The car parking changes are considered to have moderate and localised impacts. These changes are envisaged and enabled by the Parking Policy.
87. Mitigation of parking removal also includes reallocation of parking spaces where required, e.g., for loading, mobility and short-term parking for businesses.
88. There is a risk that changes to the LGWM programme could result in funding being withdrawn for the targeted improvements (mostly raised pedestrian crossings). If this

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occurs, the costs of these targeted improvements will be absorbed by WCC, or delivery of these improvements will be delayed.

89. There is a risk that GWRC will decide not to introduce articulated buses and therefore not provide funding for the changes needed to introduce articulated buses. To mitigate this risk, project delivery will be phased to align delivery of road changes for articulated buses to the GWRC purchase of articulated buses. If the articulated buses are not introduced, the road changes for articulated buses will not be implemented.

### **Disability and accessibility impact**

90. People with disabilities who walk will benefit from the installation of 10 raised safety platforms and two raised median crossings. These improve safety, and they make it much easier for those in wheelchairs and mobility scooters or pushing prams to cross the road.
91. People with disabilities who drive will benefit from the introduction of two mobility parks in addition to the eight that already exist along the route. The locations have been identified through consultation and engagement.
92. People with disabilities who bus will benefit from the bus stop changes (kerb build outs and car park removal leading into and out of the bus stops), which will enable the buses to stop next to the kerb where they are currently unable to.
93. The installation of island bus stops that connect with separated cycleways has received negative feedback from people with disabilities. Based on discussions with the disability community, Waka Kotahi and Metlink, a new approach to the installation of bus stop platforms will be taken for this project, with asphalt and concrete materials being used, as opposed to the recycled plastic platforms installed on the first two projects. This is to enable accessibility design improvements based on experience to date. Following consultation, we have reduced the number of in-lane bus stops from five to two. The two remaining are considered important for pedestrian and cycle safety.
94. People with disabilities who cycle will benefit from the installation of uphill cycle lanes and removal of on-street car parks, which will make it safer and easier to ride a bike where speed differentials are greatest.
95. Separated bike lanes and paths also encourage people on bikes and scooters away from footpaths, improving safety on the footpath. Note: the Appleton Park path will be a shared path, however, as there is a parallel footpath the number of pedestrians is expected to be low.
96. There are also three short sections of footpath proposed to be shared paths. These are dead-end footpaths with virtually no pedestrian use.
97. Changes will be communicated to affected communities through media releases and direct communication with disability groups and individuals.

### **Climate Change impact and considerations**

98. Transport is the largest contributor to climate emissions in Wellington.
99. The delivery of these safer bike routes and improvements to public transport and pedestrian crossings represent a significant step in the Council's response to the



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climate emergency. Our road transport network accounts for 34% of Wellington's carbon emissions. The Council has set a target of reducing emissions by 57% by 2030 and Paneke Pōneke is an important part of delivering on this target.

### **Communications Plan**

100. The decision made by the Committee will be communicated through a media release, stakeholder e-newsletter, on the website, and via social media, and our news channel. If approved, further letter drops to directly affected residents, businesses and property owners will be made in advance of work starting near them.

### **Health and Safety Impact considered**

101. The development of a connected citywide bike network is designed and expected to have a very positive impact on the health (mental and physical), safety and well-being of Wellingtonians now and in the future.
102. Independent road safety and accessibility audits have been undertaken at the 30% and 90% design stages. Significant safety risks have been identified and eliminated or mitigated.
103. Contractors delivering the improvements will be operating under a traffic management plan designed to keep them and the public safe during installation.
104. Discussions are ongoing with Fire and Emergency New Zealand (FENZ) to ensure roadway and property access is maintained.

### **Ngā mahinga e whai ake nei | Next actions**

105. Should the Committee adopt the traffic resolution, officers will proceed with delivering the improvements, working with contractors, key stakeholders, and mana whenua partners. Delivery would begin in January 2024.
106. Officers would consult on speed reductions along the route in early 2024 and present to the committee following consultation.
107. Following installation, officers will be opening an additional round of consultation to gather public feedback on the changes after the public has had a chance to experience them on the street. Feedback will be used to make minor amendments quickly and help inform future permanent changes.

### **Attachments**

- Attachment 1. Karori Connections consultation summary
- Attachment 2. Karori Connections design feedback and officer responses
- Attachment 3. TR147-23 Karori Connections traffic resolution
- Attachment 4. Karori Connections oral submissions summary