

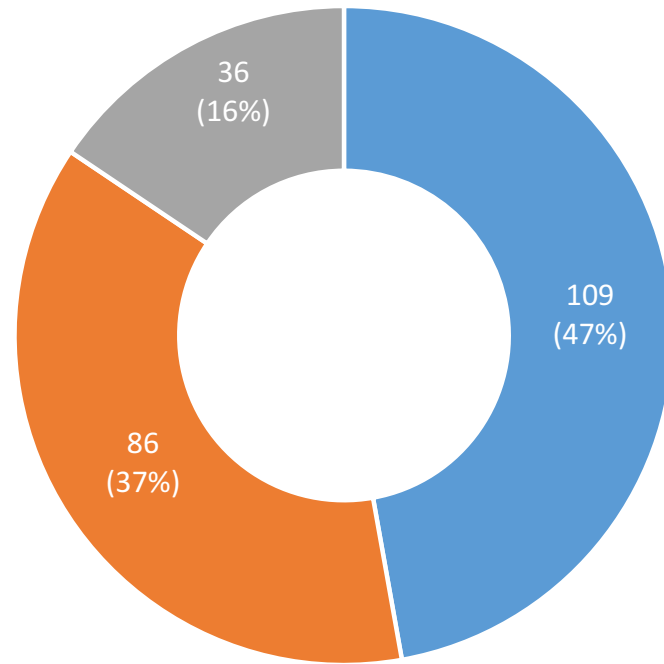
# Constable St and Crawford Rd Consultation

Preliminary Results – 235 submissions

Wellington City Council

21 December 2017

Overall, do you support the proposal for uphill bike lanes and the associated changes including downhill sharrows and bus stop treatments on Constable Street and Crawford Road?

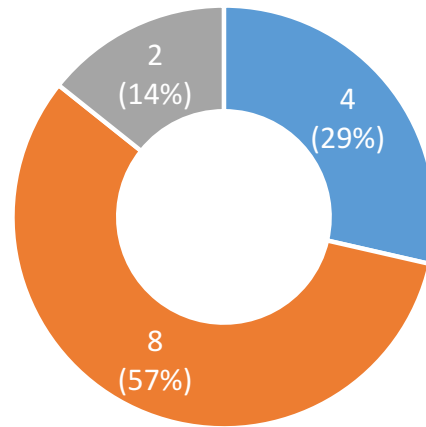


53% of responses support the proposal or support the proposal with changes.

■ No ■ Yes ■ Yes, but with changes

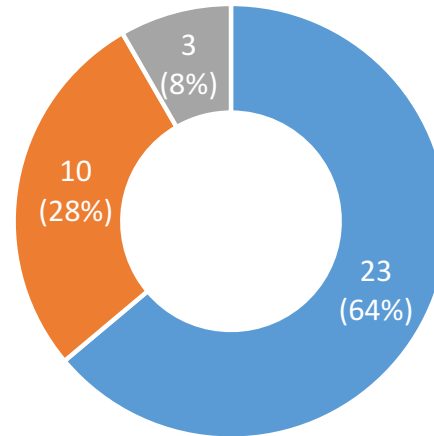
# Overall support by relationship to street

I live in Wellington

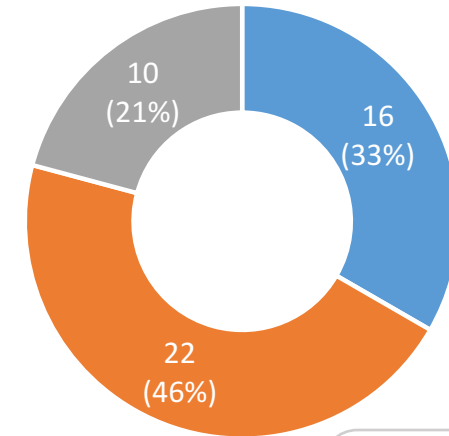


■ No ■ Yes ■ Yes, but with changes

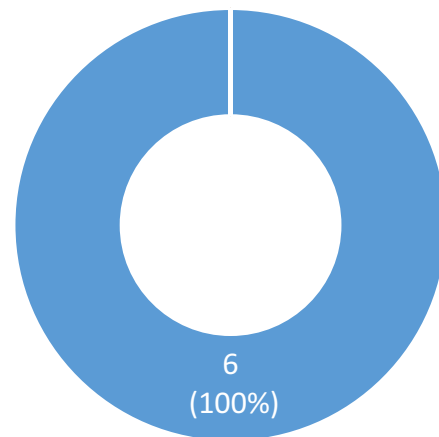
I live on this street



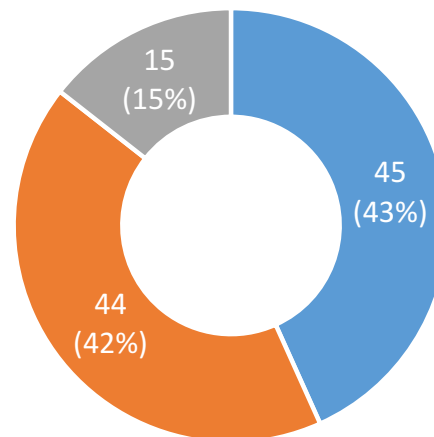
I live near this street



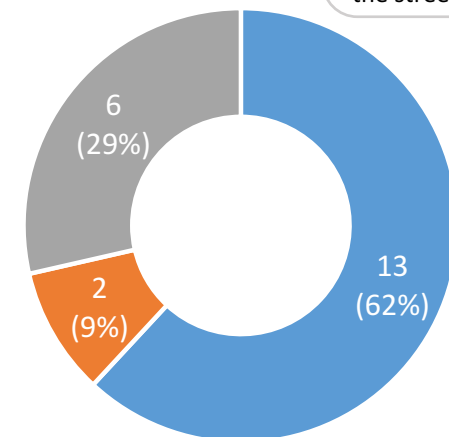
My work/business is on this street



I regularly travel along this street



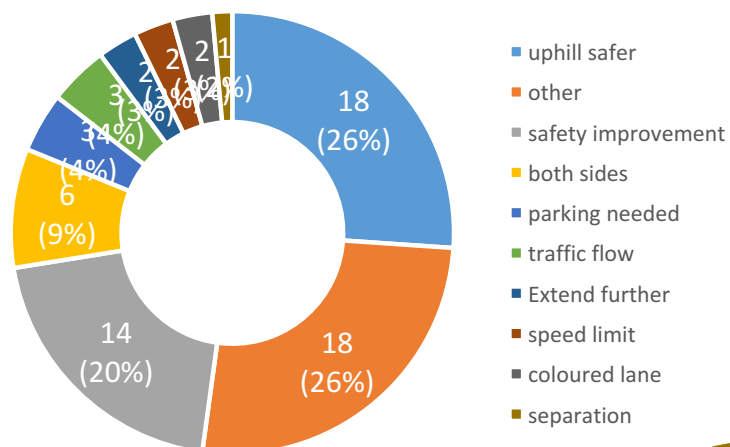
Other



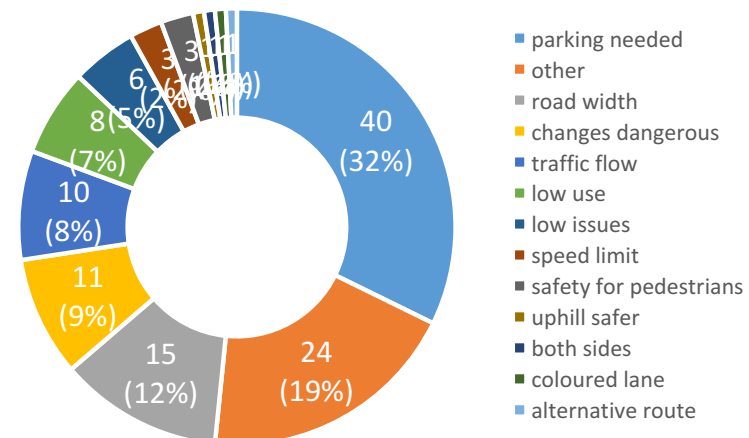
People who work, live or have a business on the street show lower support for the changes than people who live in Wellington, near the street or regularly travel along the street.

# Overall support comments by support

Yes comments

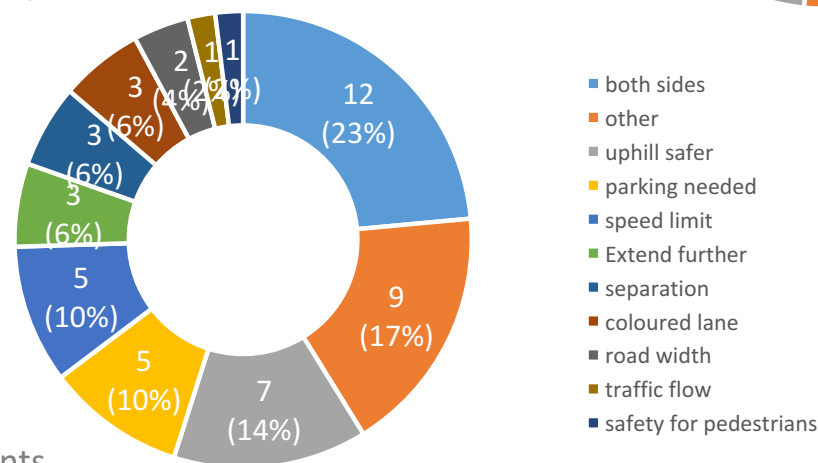


No comments

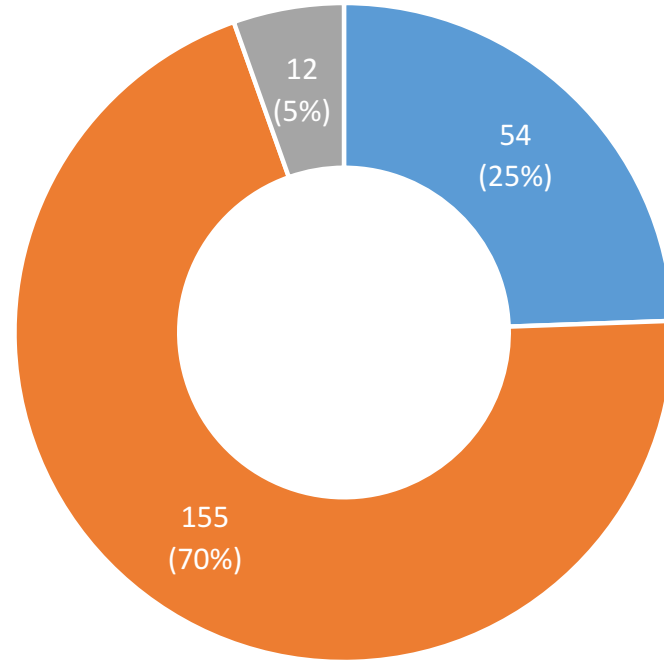


Parking was the number one issue mentioned by people that both support and don't support the proposal

Yes, but with changes comments



# Do you support the proposed pedestrian crossing on Crawford Road?

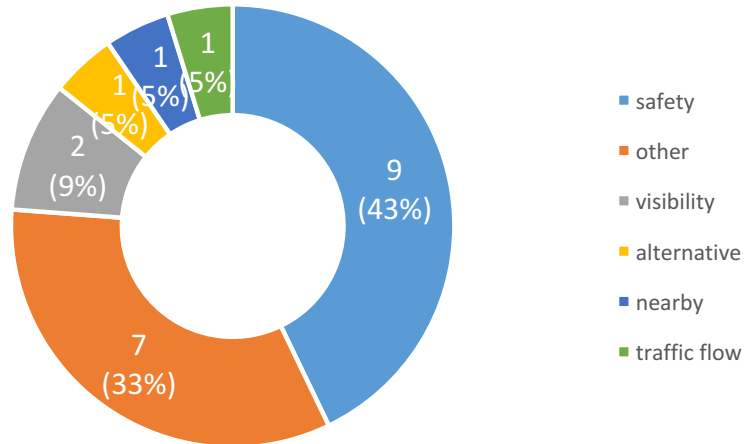


70% of submitters support the pedestrian crossing.

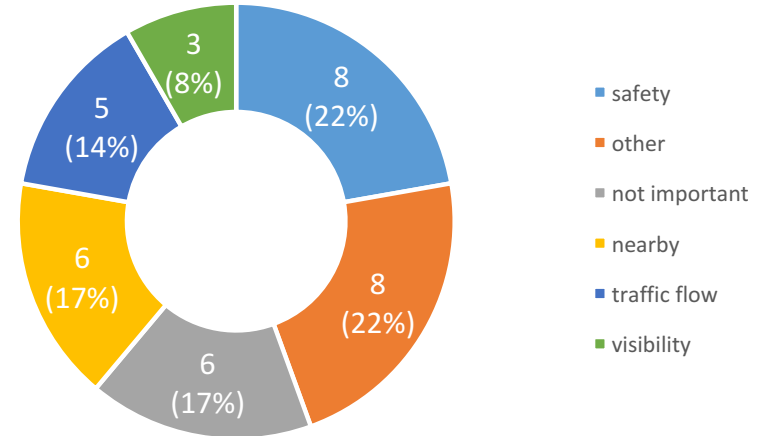
■ No ■ Yes ■ Yes, but with changes

# Pedestrian crossing comments by support.

Yes comments

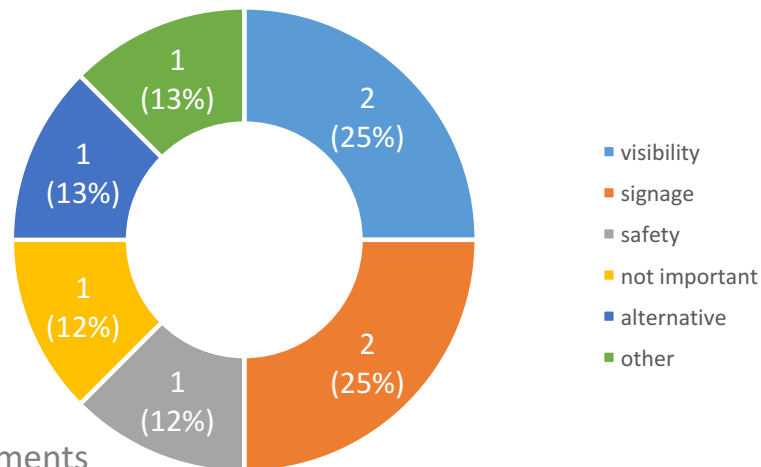


No comments



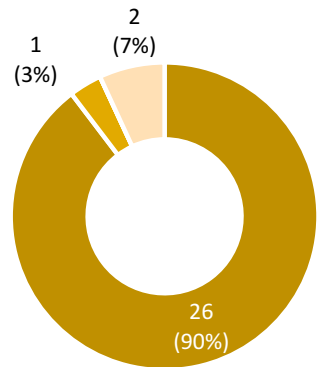
Safety was the number one issue mentioned by people that both support and don't support the proposal

Yes, but with changes comments

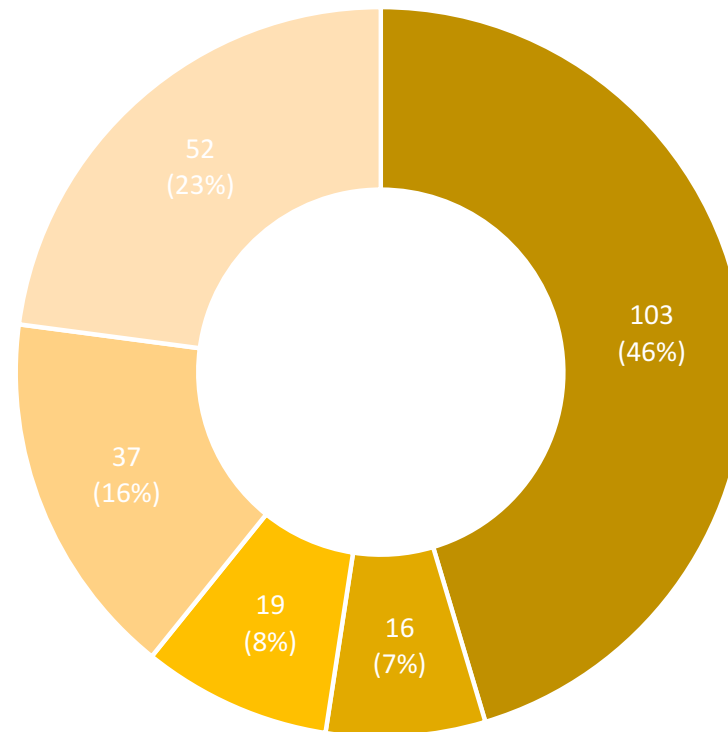
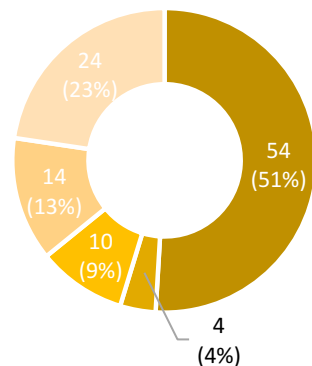


# How important is it to connect this proposed bike path with the safer city-wide cycling network?

September engagement  
(Constable)



(Crawford)



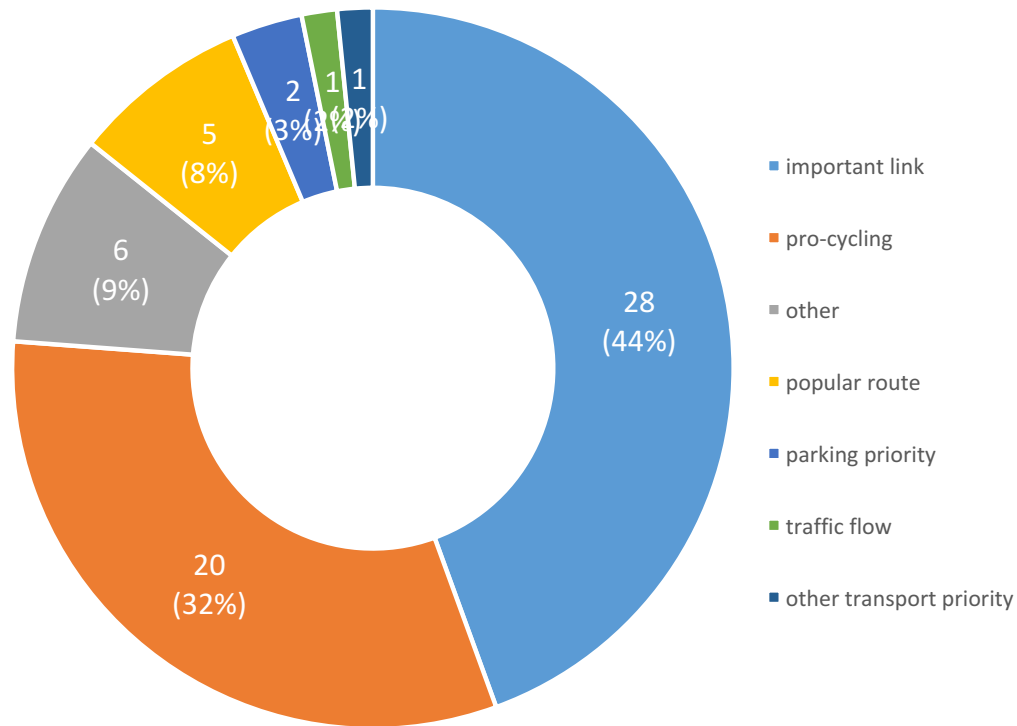
- Very important
- Important
- Moderately important
- Low importance
- Not important

On aggregate, supporters felt the route was less important in the September engagement. 53% of respondents believe the route is of high importance ('very important' and 'important')

# Importance comments by high and low importance

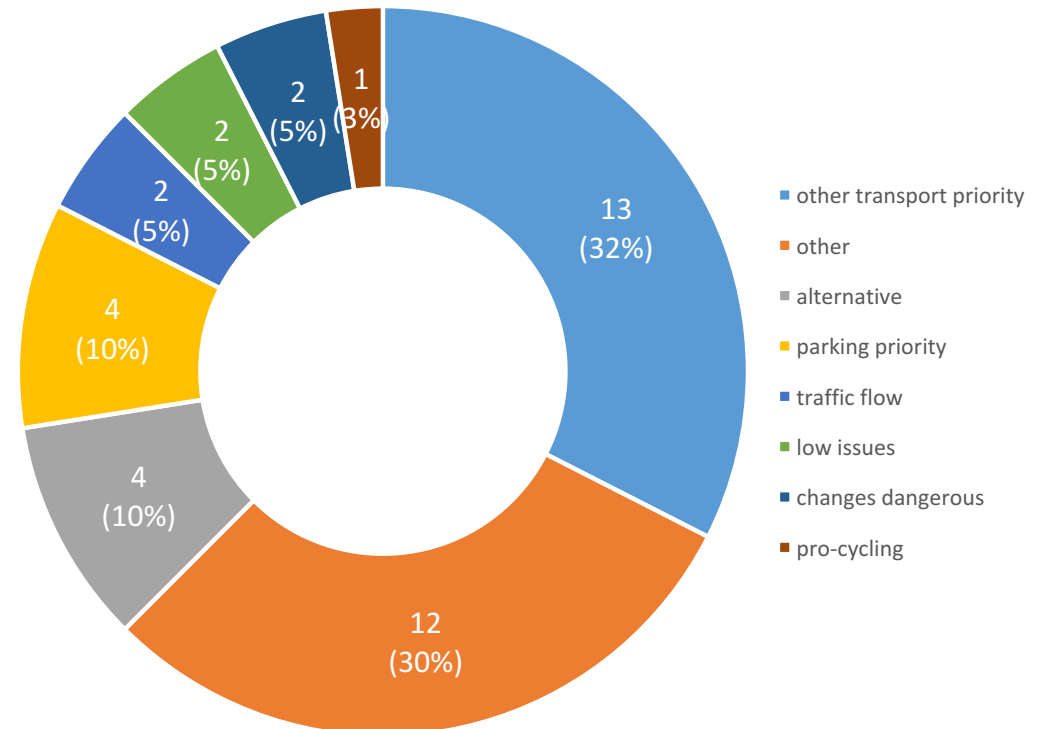
(High = 'very important' and 'important', Low = 'low importance' and 'not important')

High importance



People who rated the street as high importance commented about the importance of the route and where pro-cycling.

Low importance

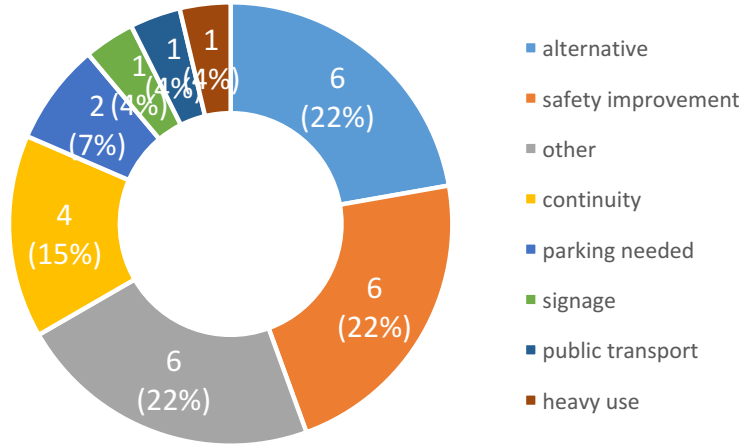


People who felt the route was low importance commented about the route being a priority for other modes of transport.



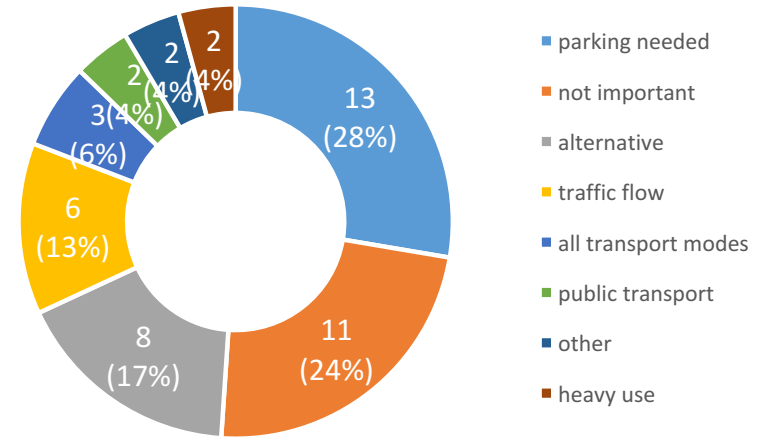
# ‘Any other’ comments by support

Yes comments



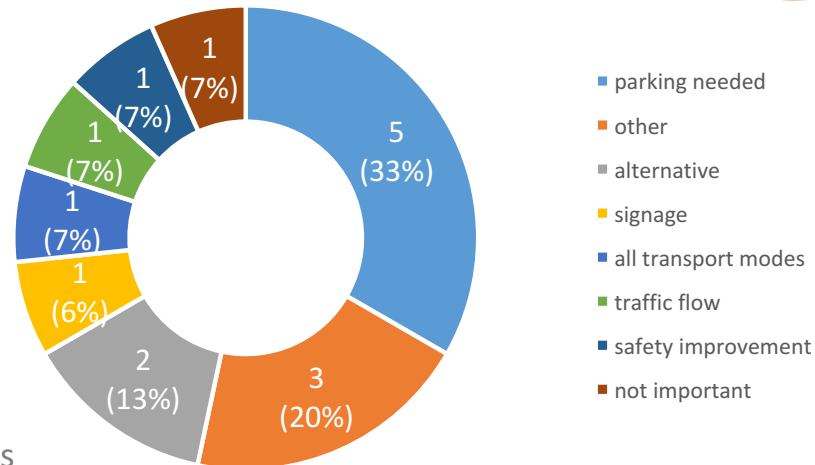
People who support the proposal made other comments about alternative options and the need for greater safety (especially for downhill)

No comments



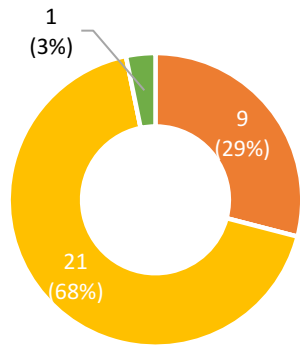
52% of People who don't support the proposal commented about the parking and that the route was not important.

Yes, but with changes comments

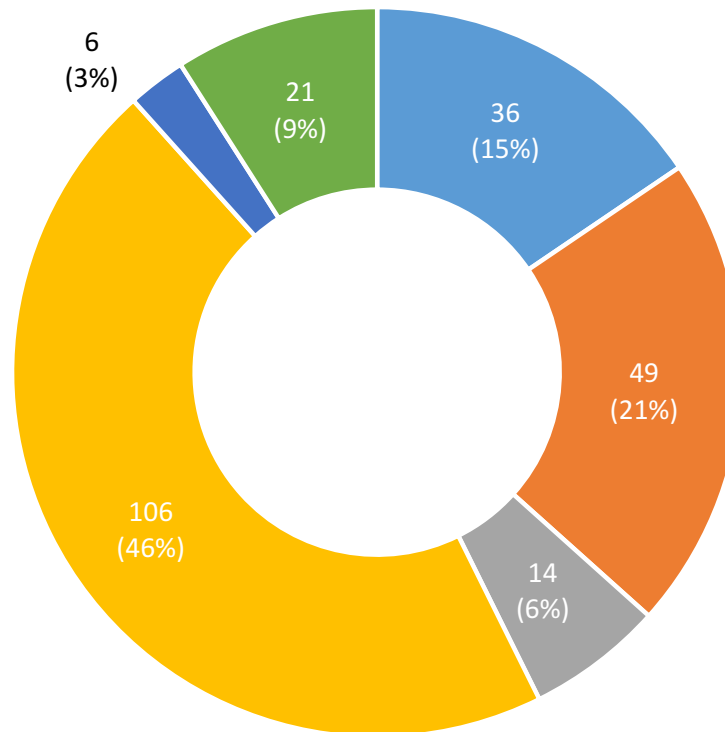
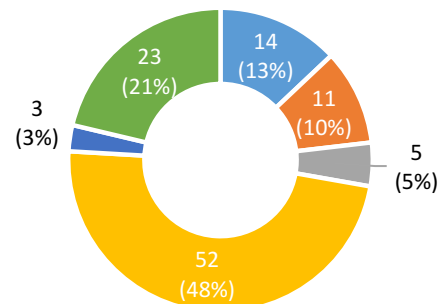


# What is your primary relationship to this street?

September engagement  
(Constable)



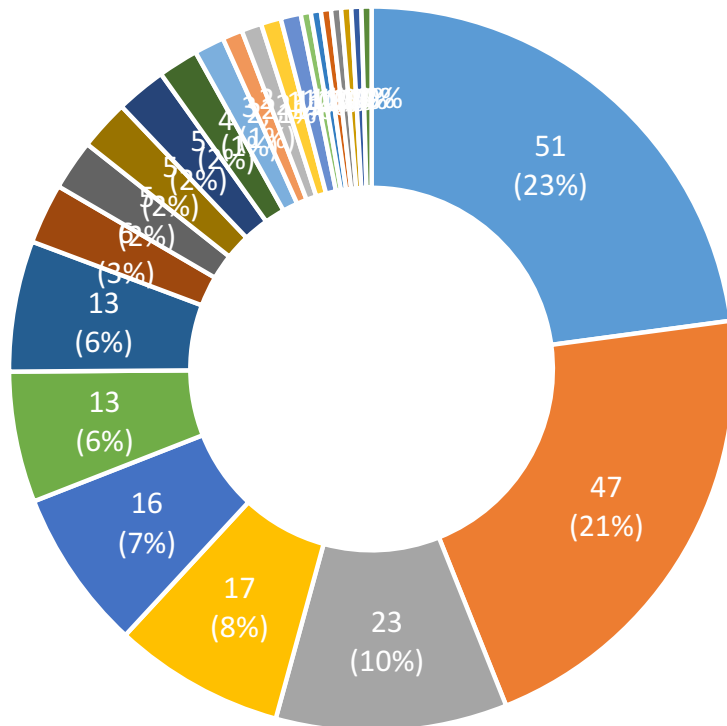
(Crawford)



- I live on this street
- I live near this street
- I live in Wellington
- I regularly travel along this street
- My work/business is on this street
- Other

More businesses/workers responded than in the September engagement. 67% of responses came from people who regularly travel along this street or live near the street.

# Respondents by suburb

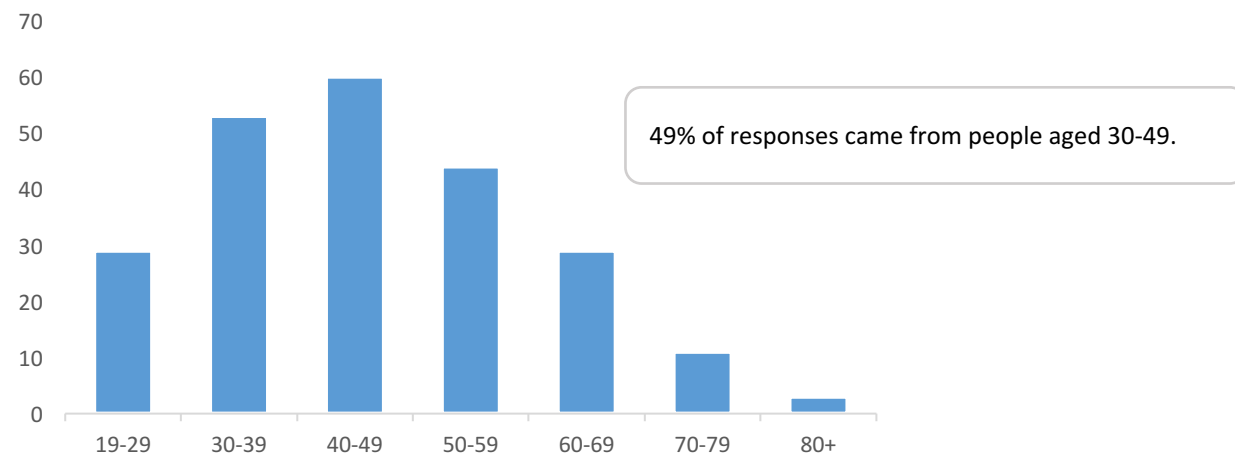


- Kilbirnie (51)
- Island Bay (23)
- Lyall Bay (16)
- Other (13)
- Melrose (5)
- Brooklyn (5)
- Seatoun (3)
- Aro Valley (2)
- Mount Victoria (2)
- Karaka Bays (1)
- Wellington Central (1)
- Ngaio (1)
- Newtown (47)
- Hataitai (17)
- Miramar (13)
- Strathmore Park (6)
- Berhampore (5)
- Mount Cook (4)
- Vogeltown (2)
- Wadestown (2)
- Khandallah (1)
- Karori (1)
- Churton Park (1)
- Te Aro (1)

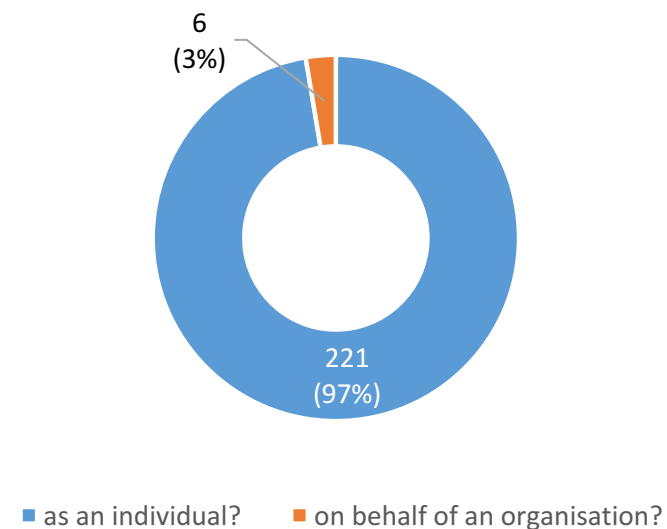
44% of responses came from people living in Kilbirnie and Newtown. The next largest group were people who live in Island Bay (10%)

# Demographics of respondents

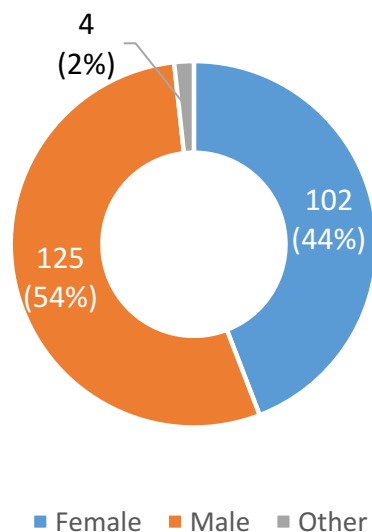
## Age of respondents



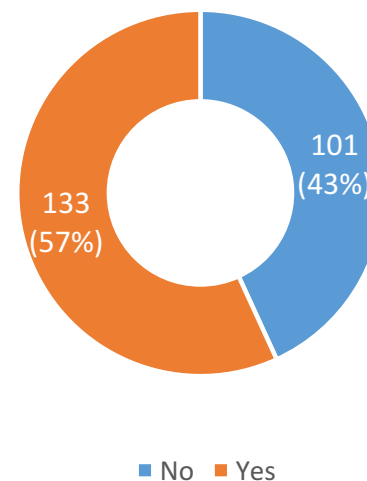
## Individual vs organisational respondents



## Gender of respondents



## Would you like to be informed if there is an opportunity to talk to Councillors about these changes?



# Appendix: Theme Descriptions

Overall, do you support the proposal for uphill bike lanes and the associated changes including downhill sharrows and bus stop treatments on Constable Street and Crawford Road?

- Extend further – These changes should be extended further to effectively facilitate cycling
- Uphill safer – These changes will make cycling uphill safer
- Both sides – These changes should be applied to both sides of the road
- Parking needed – It is important to have parking available in this area
- Safety improvement – These changes will improve the overall safety of the area
- Speed limit – A lower speed limit should be introduced to this area
- Low use – There are few users of this street to warrant changes
- Road width – These changes will have an impact on the width of the carriage way
- Safety for pedestrians – Safety for pedestrians is important when making changes to this street.
- Changes dangerous – The proposed changes will be dangerous and reduce safety on the street.
- Separation – Separation of transport modes should be considered when making changes
- Coloured lane – Any cycle paths on this street should be differentiated by colour
- Alternative route – There is an alternative route that could be better suited than this street
- Low issues – There are few issues in this area to warrant changes

# Do you support the proposed pedestrian crossing on Crawford Road?

- Visibility – There are problems with visibility on this street
- Safety – The proposed pedestrian crossing will have a safety impact on this street
- Not important – The proposed pedestrian crossing is not important
- Alternative – An alternative location for this pedestrian crossing would be preferred
- Nearby – There is already a nearby pedestrian crossing
- Signage – Signage should be considered alongside the pedestrian crossing
- Traffic flow – The pedestrian crossing will impact the flow of traffic on this road

## How important is it to make changes to this street to connect it with a safer city-wide cycling network?

- Important link - This street is an important connection for Wellington's cycling network
- Public transport - Public transport has an impact on the importance of these changes
- Pro-cycling - Facilitating cycling is important, therefore making these improvements is important.
- Traffic flow - These changes will impact the flow of traffic on this road
- Low issues - There are few issues in this area to warrant changes
- Changes dangerous - The proposed changes will be dangerous and reduce safety on the street.
- Alternative - There is an alternative solution for this area.
- Parking priority - The availability of parking should be considered a priority in this area.
- Other transport priority - Another mode of transport is more important than cycling in this area.
- Popular route - This is a popular route for people on bikes.



# Other

- Alternative – There is an alternative solution for this area.
- Signage – Signage should be considered alongside these changes
- End point – The way this cycle way ends should be considered further
- All transport modes – The impact on all transport modes in this area should be considered
- Parking needed – There is a need for parking in this area
- Continuity – It is important to consider how changes to this street will continue to other streets
- Public transport – The impact of these changes on public transport should be considered
- Traffic flow – These changes will impact the flow of traffic on this road
- Safety improvement – These changes will improve the overall safety of the area
- Heavy use – The heavy use of this area should be considered when making changes
- Not important – It is not important to make changes to this area